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THE SPHERE

Vol. CLXXXVI No. 2428 WITH WHICH IS INCORPORATED THE GRAPHIC AUGUST 3 1946

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* From a letter to "The Motor" May 1st, 1946.

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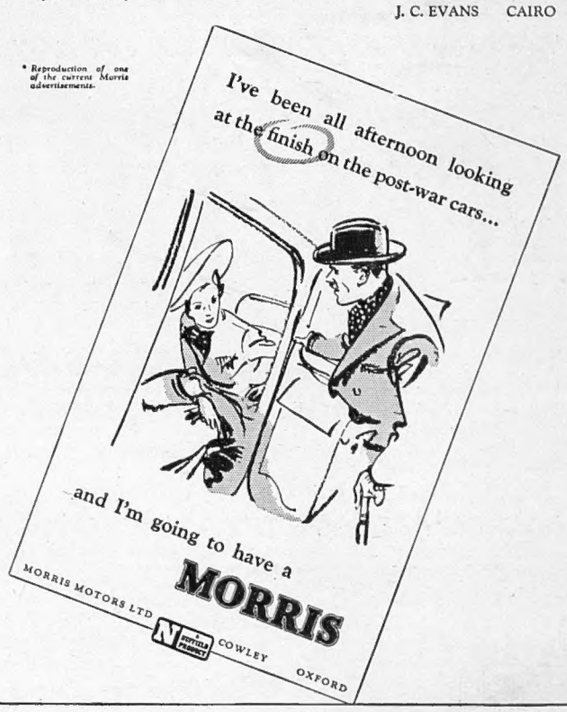
* Reproduction of one of the current Morris advertisements.



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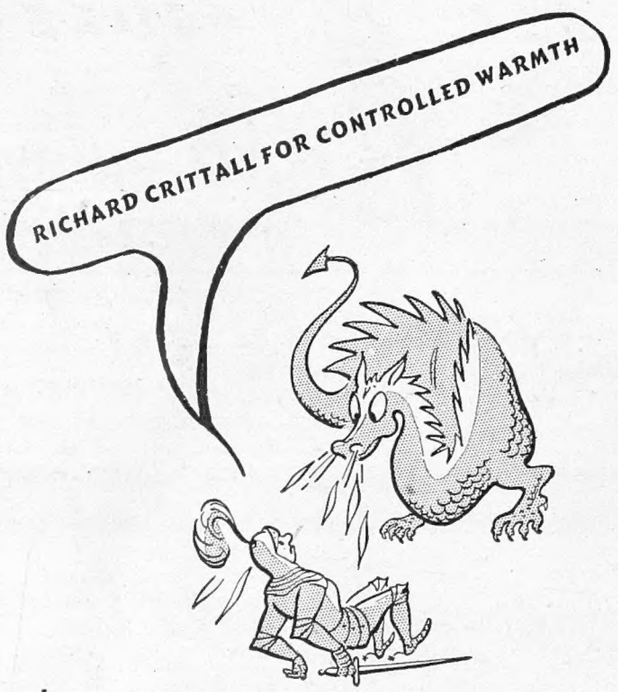

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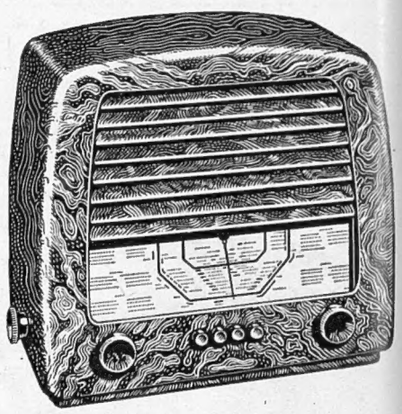

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Volume CLXXXVI No. 2428

The SPHERE, London, August 3, 1946

THE SPHERE

With which is incorporated "THE GRAPHIC"

The Empire's Illustrated Weekly

JEWISH TERRORISM IN PALESTINE: ONE WING OF THE BRITISH HEADQUARTERS IN THE KING DAVID HOTEL IN JERUSALEM DESTROYED BY A TIME-BOMB PLANTED IN THE BASEMENT: The scene just after the explosion in which 106 men were killed and 46 injured

The latest major atrocity of the Jewish terrorists occurred in Jerusalem when the Palestine Secretariat and H.Q. Palestine Army Command, housed in the King David Hotel, were blown up by a time-bomb placed in the basement of the hotel. At about 12.15 on the afternoon of July 22, a lorry containing four men stopped at the basement entrance of the hotel. While two of the men covered the operation with a tommy-gun, the others carried a milk-churn, containing the bomb, into the kitchen of the Regence Restaurant, which is situated underneath the Secretariat offices. The guard opened fire as the terrorists left the building and one was wounded. A British officer who met them as he came from the Signals Office was shot in the stomach by the man with the tommy-gun. The movement was carefully planned, and two diversionary bombs were set to explode some minutes before the main one. The Irgun Zvai Leumi, the Jewish terrorist organisation, claimed that warning had been given by telephone half an hour before the explosion, but, although it has been established that the warning was given, there is disagreement about the time. The outrage brought forth a strong condemnation by Dr. Weizmann, President of the Zionist Federation.

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A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

Palestine: The Last Straw?—Is this latest outrage by Jewish extremists the last straw? Mr. Attlee says No. We shall drive on to a just settlement without fear or favour, in spite of murders and sudden death. It well might be. The British in the history of the last 100 years have been patient and restrained in their dealings with other nations and in their trusteeships and mandates. But the King David Hotel horror must have strained that patience to breaking-point. How right is Gandhi when he counsels the Jews to outlaw violence, whereby they might not only gain their ends in Palestine, but make their finest contribution to civilisation. Is it a counsel of perfection? Must the scum always poison the wells, the tail always wag the dog? Will this latest outrage convince the responsible and respectable elements of Jewry in Palestine and outside that unless they make common cause *now* with Britain to exterminate their gangs, not only will they lose all hope of Palestine as a national home, but will lose the sympathy of America and perhaps of all civilisation? The tale of horrors committed by these gangs is giving the most ardent supporters of and sympathisers with Jewry furiously to think. The danger now is that all civilised men may soon ponder not so much whether Gandhi or Balfour or Truman was right, but whether *Hitler* was right.

Palestine White Paper.—The White Paper on Palestine is in no sense a very revealing document. It does, however, make clear that some leading members of the Agency have long lent an ear to (if not collaborated with) the extremists of the resistance and violence groups. Long since the general public had satisfied itself that the responsible organisations of Zionism were making no adequate effort to co-operate with the British Government or to smooth the way for settlement by outlawing violence. The White Paper proves that the Government's effort to disarm the terror gangs was justified. The King David Hotel horror proves that the effort came too late. From responsible Zionists, expressions of regret are "not enough"; nor have been for some time past. The White Paper proves that; it does not, however, help the public to acquit the Government of dilly-dally. The public will not do that until Mr. Attlee has produced a policy and got down to implementing it.

Nuremberg.—The Nuremberg trials draw at last to a close. The elaborate process of law has been a daily item in our news bulletins for long months. The men in the dock have had a fair trial, fairer than they ever dreamed was possible. Not one in a hundred of their victims and conquerors would have been shocked if each and all had been strung up on lamp-posts on the day of apprehension. But, of course, the trial (and its records) is of more importance than the individual ends meted out. Except in one particular, the trials have been conducted scrupulously according to British standards. The one exception was inevitable. And now the judges consider their verdicts. The Attorney-General asked for the death penalty for all; for all, he said, were vitally implicated in a conspiracy to murder on an unprecedented scale. The public awaits the verdicts with full confidence in the judges' wisdom and integrity. Death being the supreme penalty and the defendants' guilt varying in degree (though all may be proved beyond the degree of guilt for which the supreme penalty is decreed), it is improbable that the same penalty will be meted out to all. One or two are, for various reasons, clearly in a different category. The verdict is *sub judice* and comment inappropriate. But already one verdict is public property: aggression, war, mass-murder and the enslavement of human souls do not pay and will be punished, sooner or later, with a terrible doom. The men in the dock have seen and felt that doom. They have paid and will pay in full. Death is nothing to what some of them have already suffered. Their punishment can evoke no pity to-day or to-morrow.

Bexley and Pontypool.—By-elections are the surest pointers to the public's reactions to a Government in power. They are not always reliable, however, because the reactions which guide the voting are sometimes due to ephemeral or local causes. Bexley *looks* like a warning to wanton egotists in power. In a straight fight, the Conservative *gained* 5,000 votes, 27,000 voting as against 42,000 in the three-cornered General Election. And the Socialist majority fell from 11,000 to 1,800! The Freedom (or anti-serfdom) party is entitled to claim significance in this big turn-over. At Pontypool there was another straight fight (as at the General Election). At the G.E. nearly 80 per cent. voted (35,000), and Labour got a nearly 20,000 majority. At the by-election of July 23, the Labour majority was reduced by 5,000. But a smaller percentage of votes was cast and not much significance can attach to the result.

Shinwell.—It looks possible that another portfolio may be up for auction. Mr. Shinwell may survive a number of infelicities in his public utterances, since these may be forgotten in the spate of similar *bêtises* by his confrères. But the harvest of his labours in his responsible office is to-day revealed as so thin and sombre that (lie the fault in himself or in his star) he will be lucky if the harsh usage of political custom does not suggest that someone born under a luckier star should now try to do better. For coal is not the only black spot. All Mr. Shinwell's irons-in-the-fire are turning cold and rusty. In the Government racing-boat (to borrow from the traduced *Ouida*) "all row fast, but our hero rows faster than all." The trouble is (with rowing and governing), quick strokes do not necessarily achieve success. Sometimes a slower stroke results in a quicker time.

G.B.S.—Bernard Shaw was born when people were still talking about the Great Exhibition. He was a leading light of the Fabian Society before I was born in 1885. He was a middle-aged man before I began to take notice of matters political and public trends of serious thought—an exercise of the mind which I deferred unduly. So that I was at Oxford when first my serious-minded friends would preface their political remarks with "Shaw says . . ." "Shaw has been saying" ever since, in prefaces, plays, Press reports. I, too, pity the man who will one day have to cope with his full-dress biography. A successful biography must make a hero of its subject. By a convention, a political prophet must be found to have been "consistent." No mortal, who has really *lived*, has ever been consistent for seven, let alone seventy years. Will Shaw be found to have been consistent? I hope no further than in his practice of shocking the public out of complacency and jolting it out of easy acceptance of cant. Beyond that degree, he won't thank his biographer for his efforts. Too well he knows that to be consistent is to be dead. All his life he has disturbed such mummies and tweaked their wrappings.

The Rebel.—James Maxton (like Wilfred Blunt) was a born rebel. He was often at odds with Authority, and as often at odds with the party to which broadly he was allied as with that to which he was broadly opposed. He was a pacifist, a revolutionary. He espoused lost causes with peculiar zest. Blunt was a rebel with a handful of friends. Maxton, the fire-and-sword rebel, found friends in all the world and of every class and party. Why? Because his heart was kind, his nature gentle; and these qualities (which alone *can* give) gave him good manners. He could disarm as he thrust. Good manners! How odd that so many public men have still no conceptions of their *value*; even commercial value. It is said that "all tastes are good." The phrase is true only when tastes are expressed with taste, with good manners. Maxton made the phrase true. "On paper," he was a failure. In the hearts of men, he was an inspiration; a K.G., O.M., C.H.

"And friends in all the world he found
And lovers in the young."

PEER'S SON MARRIES LABOURER'S DAUGHTER: R.A.F. Warrant Officer the Hon. John Stuart Terrick Dudley Ryder, younger son of Viscount Sandon and grandson of the Earl of Harrowby, leaving the Parish Church at Mansfield, Notts, with his bride, Miss Dorothy Ethel Swallow, the daughter of a builder's labourer. The bride has been a nurse at Grimsby Hospital, and she met Mr. Ryder when he was recovering from an air crash. They both wanted a quiet wedding, but over 2,000 people gathered outside the church to greet them. A veil first worn by a Marchioness of Bute in 1790, and which Viscountess Sandon wore at her own wedding, was worn by the bride. The honeymoon is being spent in the Channel Islands

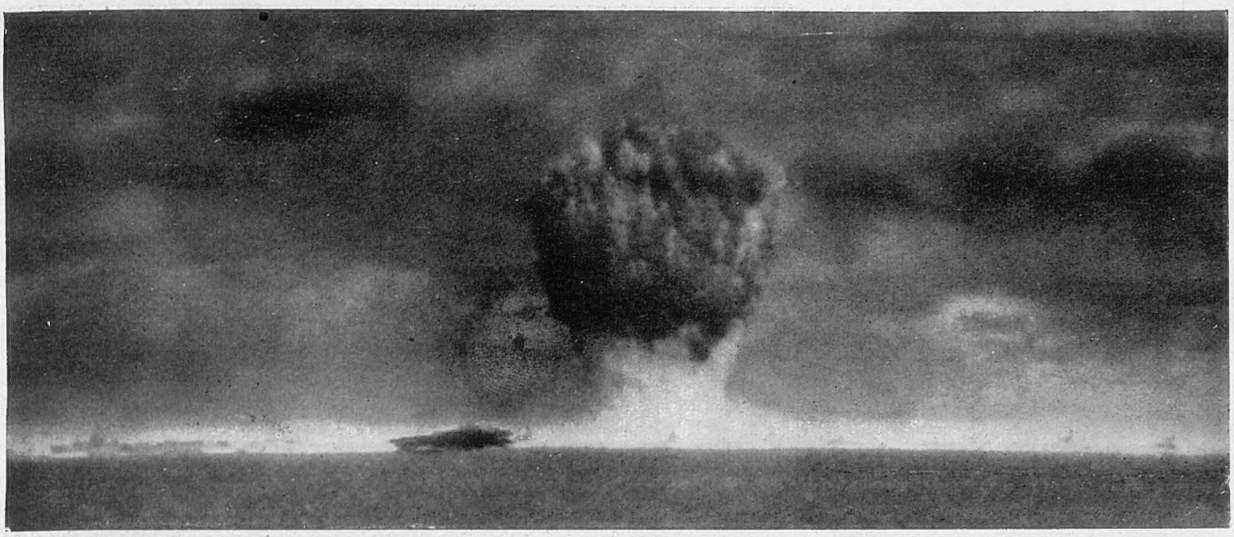
August Holiday.—The days have perceptibly drawn in and autumn has sent out heralds before most people have occasion to notice and to enjoy summer. And this odd fact was more in evidence in old days before staggered holidays were invented. It is often true in England that the best of summer comes when the calendar marks autumn, and it may be so this year. In Southern England, at least, the most divine days often occur as late as October, and usually the sea is warmer in September than in July. So we go on our wanderings with hope. We have a little more petrol, so we can "go places" modestly. But so will others, and the roads and parking places will be congested. We shall have "shorter commons" and harder beds than at home, because of the difficulties of rationing and the short-sighted parsimony of so many hoteliers. The sportsman will find more grouses to ventilate than to shoot. The modest sea-bather will be lucky if he find a section of coast-line unspoilt by pre-war shacks and wartime invasion barriers. I know of no such stretch from Southend to Bournemouth free of both types of horror. But inland there are still some unspoilt beauty-spots—Exmoor, Dartmoor, some parts of Lakeland, and North and South Wales, for example—and a score of historic and beautiful country houses now opening to the public under National Trust management. The most hopeful augury of a tolerable holiday in 1946 is, to my mind, the still perceptible new spirit of friendliness and helpfulness to be found among all sorts and conditions in this country. There are fewer hogs and snobs and cads and cliques than were met with between wars and in Edwardian days.

Cloud-burst and Weather Records.—When Nature sends you your month's average of rainfall in one hour, you must expect trouble. And at 4 p.m. on July 26 we had our share of it. We got off better than some in Southern England. The cloud-burst lasted exactly half an hour, during which .85 in. of rain fell (a rate of $1\frac{3}{4}$ in. per hour). In some places it is said to have fallen at the rate of 3 in. an hour—which is an Assam phenomenon. The water could not get away. It poured in through the ceilings, flooding under the tiles. Every sloping path was ripped up and channelled, roofs sagged and collapsed, and the tennis lawn became a bathing-pool. One hour afterwards not a trace of water remained. You could have walked the lawn in dancing-pumps. Such is the nature of our hungry, sandy soil. But Saturday, July 27, was a make-and-mend day with a vengeance. One more "record" for this eccentric summer of 1946. I tremble to think of the effect of the storm on our southern harvest, already in jeopardy. This year 1946 must be a red-letter year for the sensation-statisticians—I have a note of most of the "records" they have announced. These include "record" periods of mist, of gales, of sunlessness, of unseasonable heat, unseasonable cold, of long drought and short cloud-burst, of electrical disturbance. In short, since the weather black-out ended, we have restored our weather as a No. 1 news-item with a vengeance.

THE OLD STAGER

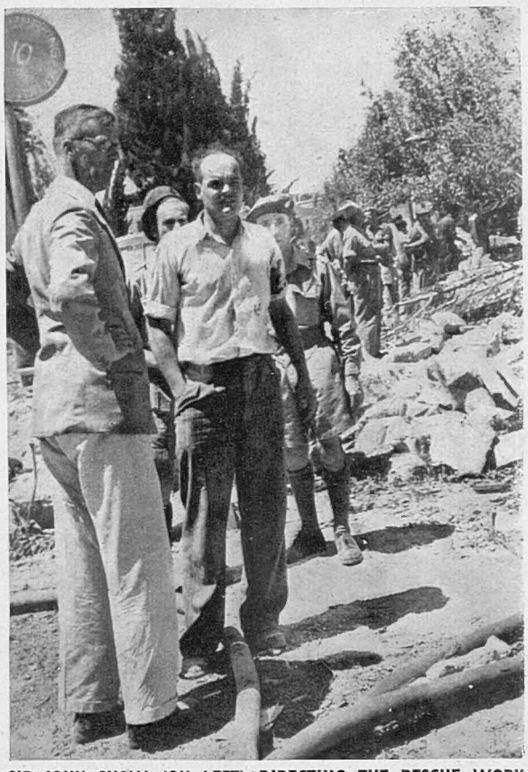
LATE NEWS PICTURES FROM PALESTINE, BIKINI AND PARIS

The picture on the left was amongst the first of the radio photographs to reach THE SPHERE office after the explosion of the second atom bomb at Bikini. When further pictures showing greater details reach this office, we hope to publish them for the benefit of our readers



THE SECOND ATOM BOMB EXPLODES AT BIKINI : The beginning of the huge waterspout which rose to a height of 5,000 ft. above the atoll. The fifth atom bomb in the world's history, and the second to be detonated at Bikini, went off under water in the atoll on Wednesday, July 24. This was the scene a few moments later as the great mushroom of steam and water roared up into the air above the "guinea-pig" ships gathered in the lagoon. On the horizon of this radio picture (taken from the sky bridge of the U.S.S. *Mount McKinley*, "Crossroads" flagship) can be seen some of the vessels gathered for the purpose. The larger vessel in the foreground has been "censored" by the U.S. naval and military authorities

AFTER THE EXPLOSION OF THE TIME-BOMB AT THE KING DAVID HOTEL IN JERUSALEM : British troops digging feverishly among the wreckage in search of victims of the outrage



SIR JOHN SHAW (ON LEFT) DIRECTING THE RESCUE WORK on the scene of the explosion. He was himself trapped in the H.Q. buildings for a time

Sir John Shaw, seen in the picture on the right, is the Chief Secretary, and he was the "ruler" of Palestine in the absence of the High Commissioner at the time of the outrage. He was trapped in the wreckage

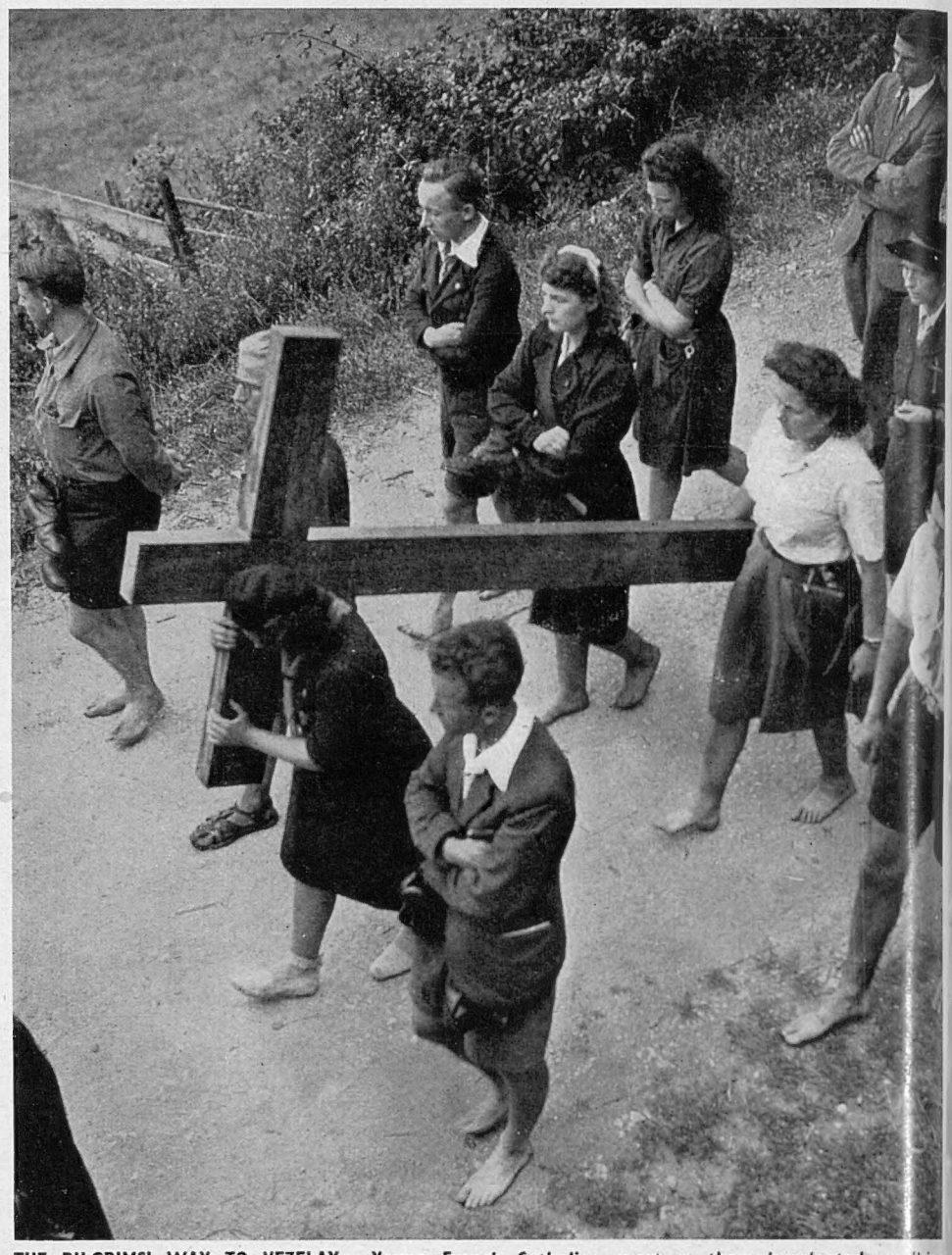
MR. JAMES BYRNES, U.S. SECRETARY OF STATE, arrives at Le Bourget airport for the opening of the Paris Peace Conference : with him is Mrs. Byrnes

MR. CLEMENT ATTLEE LEAVES LONDON FOR PARIS to lead the British delegation at the Conference : In the centre is Mrs. Attlee ; Mr. G. H. Hall, Colonial Secretary, is on the right ; and Mr. Noel Baker is seen in the background. Mr. Attlee is about to board the plane at Northolt. When the twenty-one-nation Paris Conference opened in Paris on Monday last, it was Mr. Attlee who led the British delegation, in the absence of Mr. Ernest Bevin, who is ill in London as the result of overwork. Mr. Byrnes flew from America, and Mr. Molotov and the Russian delegation from Moscow. The Conference is being held in the Luxembourg Palace, the delegates being welcomed by M. Bidault

INAUGURATING A MODERN CRUSADE : The Bishop of Sens carrying a cross to the open-air Mass held recently in the town of Vezelay, Burgundy, when pilgrims from France, Belgium, Switzerland and Great Britain gathered to pray for world peace

IN EUROPE NOW

A Pilgrimage to Vezelay and a Trip to Venice : In War-torn Pola : Holiday-making on the French and Belgian Coasts

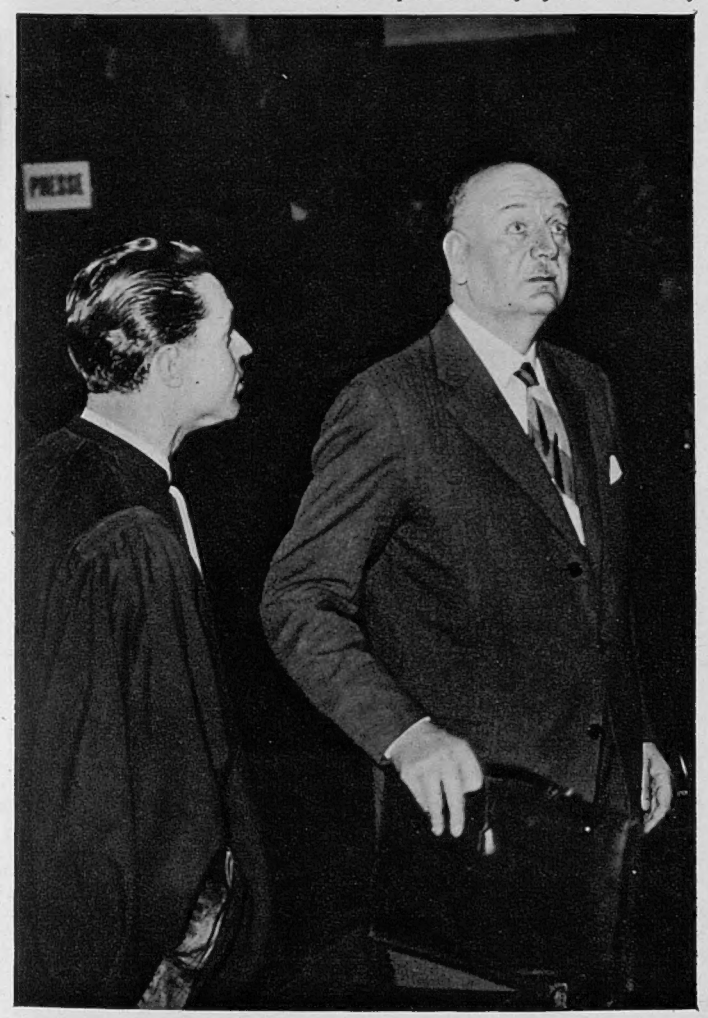


THE PILGRIMS' WAY TO VEZELAY : Young French Catholics, most of them barefooted, walking with a cross to the open-air Mass held recently in this Burgundian town in the presence of 420 pilgrims from France, Belgium, Switzerland and Great Britain. Each delegation brought its own cross, and the occasion was regarded as the start of a modern crusade for the peace of the world. It was at Vezelay that St. Bernard first preached the second Crusade in 1146, and it was there, too, that Philip Augustus and Richard Cœur de Lion assumed the cross forty-one years later. St. Bernard of Clairvaux, not to be confused with St. Bernard of Menthon, who was born a century earlier, was born near Dijon of a noble Burgundian family, and it was he who drew up the outline of the rule of the Templars and preached the Crusade at the behest of Pope Innocent II

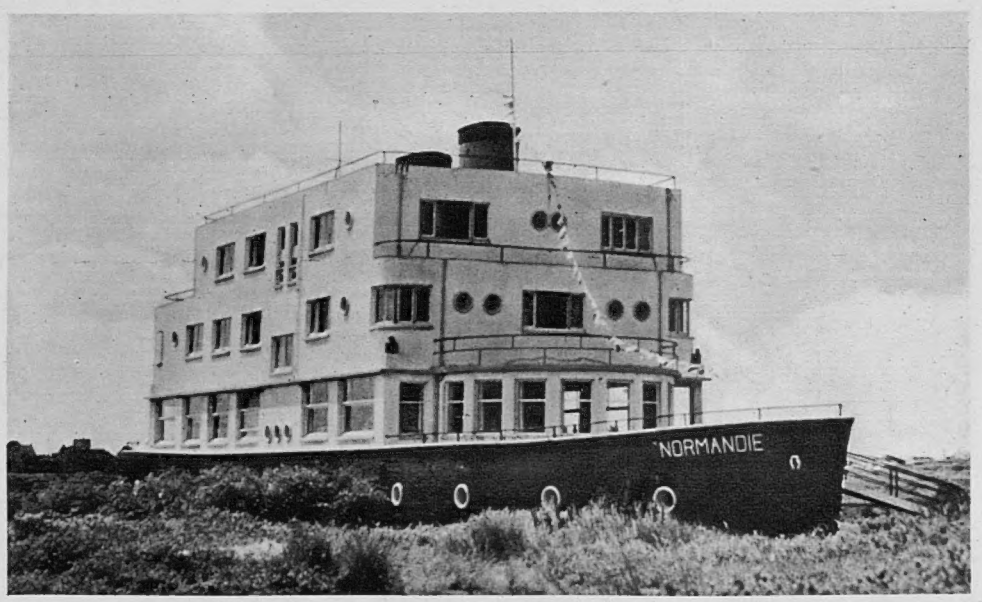
THE SMITHS AND THE BAILEYS ENJOY THE DELIGHTS OF VENICE : R.S.M. Bailey and B.S.M. Smith, two artillerymen who have their wives and families with them in Europe, seen on holiday on one of the canals. The pipe-smoking gondolier wears a head-dress of probably Scottish origin. Many of the British troops now on leave in Venice have lately been undertaking arduous duties in Trieste

THE BRITISH SOLDIER CAN TAKE HIS LEAVE IN VENICE : Regimental Sergeant-Major Bailey, of Birmingham, and Battery Sergeant-Major Smith, of Lewisham, seen with their families sightseeing in the famous city where British troops from Austria and from the International zone in Trieste may now take a well-earned holiday. While in Venice they stay at the Y.M.C.A., which has been specially equipped for the accommodation of families, and without any queueing to be done the wives can go out and enjoy themselves. Most of the day is spent on the Lido, once the haunt of fashionable European Society. The shops of Venice appear to be well stocked, as, indeed, they are throughout Italy, but prices are high, even for the British soldier enjoying the advantages of a favourable exchange

THE DEVASTATION OF POLA—A BRITISH DESTROYER AT ANCHOR IN THE ITALIAN NAVAL BASE WHICH LIES AT THE TIP OF THE ISTRIAN PENINSULA IN THE DISPUTED ZONE BETWEEN ITALY AND YUGOSLAVIA: During the war Pola, as one of the five Maritime Commands of the Italian Navy, was attacked repeatedly by the Royal Air Force operating from bases in North Africa, and as a result the dock installations were at times almost completely out of action. To-day an attempt is being made to repair the port as, in common with Trieste, it is one of the vital outlets for trade in the Northern Adriatic. Pola has had an eventful history, and it will be remembered how in the first World War, when it was an Austrian possession, it was blockaded by the Italians. In October 1918 Croatian sailors seized the Austrian Fleet, and the Italians raided the harbour, blowing up the *Viribus Unitis*. The Italians occupied Pola early in November 1918, and with Istria it passed to Italy by the 1919 Treaty



THE TRIAL OF PIERRE ETIENNE FLANDIN: The former French Premier, who became Foreign Minister in Pétain's Vichy Government, facing the High Court of Justice at Versailles. The charges against Flandin were confined to those of bringing about "national indignity," and the punishment demanded was loss of civil rights. Flandin defended himself vigorously, declaring that he had helped to wreck Hitler's plan to evict Britain from the Mediterranean. In support of his integrity he produced a letter written to him by Mr. Winston Churchill in November 1945, in which the British wartime Premier stated that he believed Flandin had been instrumental in preventing an expedition against Dakar



VICISSITUDES OF A LAND-SHIP: The Normandie, a Belgian hotel built on the dunes near the French frontier at Coxyde, was completed just before the war and, with the German invasion of Belgium, it became an officers' mess for the Wehrmacht. Unlike most establishments on this coast, the Normandie escaped destruction both from the R.A.F. rocket planes and from the retreating Germans, and it has now been repainted and opened to visitors. The hotel has a large dining-room and twenty-five bedrooms. The upper deck is a sun terrace. This year the Belgian coast is attracting a host of visitors, and the Belgian Government has achieved a large measure of restoration in the sadly-shattered resorts

DEAUVILLE NEARLY TWO YEARS AFTER THE LIBERATION: Colonel H. D. Carlton, D.S.O., Secretary of the Club de Golf, playing on the course in front of the Hotel du Golf. This famous resort of the North French coast is gradually returning to normal, although the number of English visitors is not up to pre-war standard. Deauville lies ten miles from the point where the British troops landed on D-Day 1944

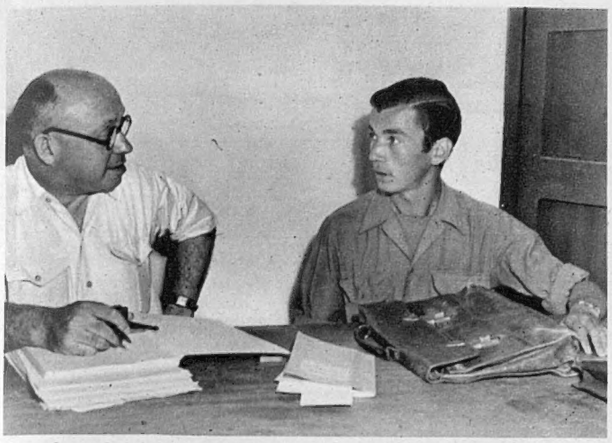
"KEEP THE GATES OPEN, WE ARE NOT THE LAST": These were the words inscribed on the banner aboard the refugee ship "Haviva Reik," one of hundreds of small craft which have attempted to run the gauntlet of the Mediterranean and land Jewish emigrants from Europe illegally on the shores of Palestine in contravention of the existing quota agreement. This ship (like so many others before it) was intercepted by a British destroyer, and the passengers were taken to the Athlit Camp

BEHIND THE BARBED WIRE AT ATHLIT

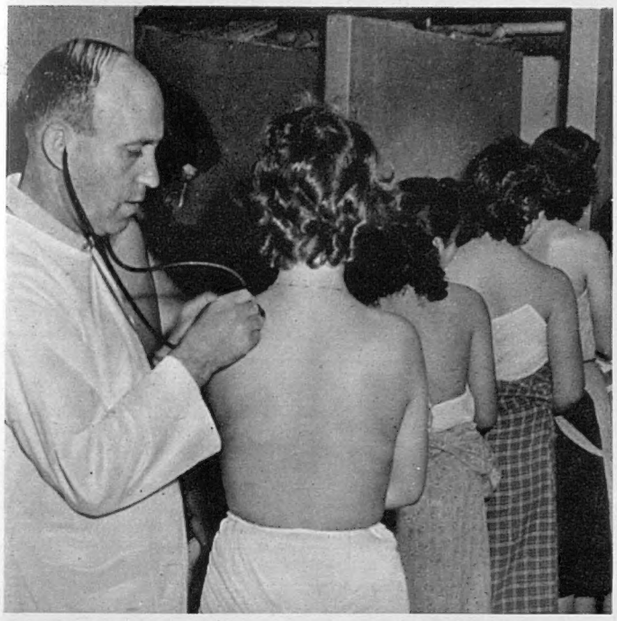
What Happens to the "Illegal" Immigrants on their Arrival in Palestine

WELCOMING THE NEW ARRIVALS: Jewish men and women at the Athlit Clearance Camp, near Haifa, watching passengers from the "Haviva Reik" as they were brought to the camp for interrogation by the Palestine Government. The passengers carried the flag which they had brought with them across Europe and which they had flown on board the "Haviva Reik". The Jewish Agency takes a hand in looking after them in the camp, and they are all provided with clean beds and a change of clothing. Only one attempt has so far been made to send any of these illegal immigrants back to the European port from which they set out

Week in week out during the months of spring and summer ships laden with Jewish people from the ports of Europe have sought to obtain illegal entry into the Holy Land. More often than not they have been stopped by British naval vessels as they reached Palestinian waters, and thereafter they have been escorted into the port of Haifa. Many people have asked what is the fate of these unfortunate wanderers after they reach Haifa. Are they sent back to Europe? Are they sentenced to terms of imprisonment? Who, if anybody, cares for them? The answers to these questions are provided by the accompanying pictures, and they tell a truly astonishing and paradoxical tale. It seems that most of those who seek illegal entry into Palestine are sent to the Athlit Clearance Camp, fifteen miles from Haifa. The camp is administered by the Palestine Government, aided by the Jewish Agency, and although its occupants find themselves temporarily within barbed-wire enclosures, they know that it is their gateway to the Promised Land. It appears that all who go to Athlit, where they receive good food, free medical treatment and a change of clothing, eventually find themselves armed with permits to live legally in Palestine, but as one Government official declared, "What are we to do? We can't put them back on their stinking little ships and set them wandering again"

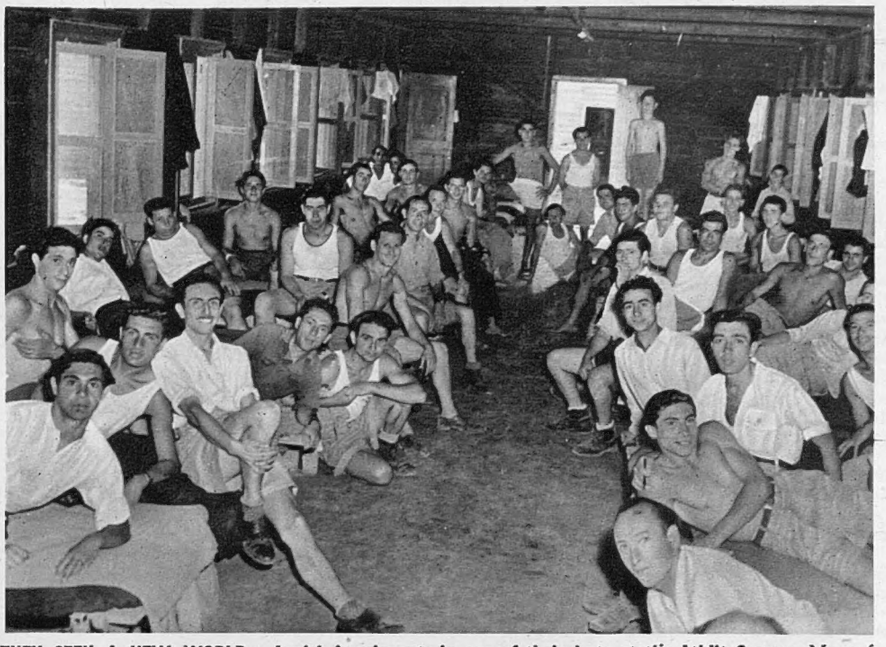


THE "SCREENING" PROCESS BEGINS : An illegal Greek-speaking immigrant (right), being questioned by Mr. J. Tavory, Inspector of Immigration at the Athlit Clearance Camp. The immigrants are questioned individually



FREE MEDICAL ATTENTION : A doctor from the Jewish Agency examining a group of Jewish women who had just arrived at the Athlit Camp. Before being allowed to proceed to relatives or to a settlement all the immigrants are inoculated, the cost of the treatment being borne by the Jewish Agency. If they are found to be suffering from contagious diseases they are transferred to the Agency's hospital in Haifa

PROOF THAT ARAB AND JEW CAN WORK TOGETHER : Three members of the Palestine Police Force on duty at the Athlit Camp. The Corporal on the left is a Jew, while the other two men are Arabs



THEY SEEK A NEW WORLD : Jewish immigrants in one of their huts at the Athlit Camp. Most of them are young, with the spirit of adventure, and they believe that if Palestine really becomes a national home for the Jews they can carve out a better future for themselves than would ever be possible in Europe

TO-DAY THEY ARE DRYING CLOTHES ON A BARBED-WIRE FENCE WITHIN THE CONFINES OF ATHLIT CAMP : To-morrow these young women will have permits to settle in Palestine. Most of them truly believe that it is their Promised Land, after enduring all the horrors of Europe in time of war

HAPPY, ALTHOUGH BEHIND BARBED-WIRE : "Old" residents of the Athlit Clearance Camp (young men and women who have been brought in from previous ships) turning out to greet the new arrivals from the "Haviva Reik." How many "illegal" immigrants have entered Palestine by way of Athlit it is impossible to say, but it is a matter that has caused gravest concern among the Arabs

BERLIN IN A DIVIDED GERMANY

Aspects of the Occupation at a Critical Moment for Both Occupiers and Occupied

By FERDINAND TUOHY

LAST October I wrote from the British Zone that our part of the Occupation risked going on the rocks "next summer." The event shows this to have been an excessive hazard in language. We now know that what we were moving towards was a real turning-point this summer, a show-down, not a wreck.

Passing on responsibility or blame to others is something to be resisted, yet when the Russians fail to feel in the slightest degree blameworthy for what they have engineered, one's resistance lessens. Various aspects of inadequacy and error taken into account, the fact remains that our ally of Stalingrad and Alamein brought about serious inroads in the British effort in Germany by such policies as pouring in helpless refugees while withholding foodstuffs, bedevilling the rebirth of German politics in our Zone, and insisting upon industrial reparation from it, when it was in no way the time.

By comparison, the American and French Zones were relatively spared the effects of Russian crusading policy—though, admittedly, neither was as intrinsically interesting to the U.S.S.R. as the British Zone, containing the Ruhr, Hamburg and much of Prussia.

The turning-point that has come is, in this estimate, welcomed because we were being steadily undermined. Now is the time for change.

I have been putting together some changes and innovations, impending or already occurred. In view of past Russian attitude surely the most striking is the move of our Control Headquarters from Herford to Berlin —right into the bear's garden, as one might say, considering the Soviet hold on all four Allied sectors of the capital? The official explanation, that policy for the British Zone has long been made in Berlin, so why not go there permanently instead of dashing to and from Westphalia by *autobahn*, is plausible until we remember the plans that were well forward to make Hamburg our "capital" this year—without waiting for the "Hamburg Project," the erection of a dozen huge blocks to house Headquarters.

No, beneath the Berlin move must lie, at least in part, the intention to stand up more to the Russians on the spot at the hub of affairs, particularly in view of intermittent rumours that we are leaving the capital.

Next time I go to Germany, I propose collecting leading current rumours. In Bavaria, a year ago, the Americans had made out quite a list, and illuminating it was. Head rumour in Germany usually coils round the length of the Occupation, and will military leaders note that giving opinions on this head is bad policy, viewed by its effect on the Occupied? Two, three, five, ten, fifteen years—we have had all the forecasts and they only spread unsteadiness and play into the hands of "black" and "grey" Germans, and how many there are!

On top of our move to Berlin comes the prospect of the three western zones being really cut off from the eastern zone, in which Berlin stands. The Russians encircle the German capital, and gleefully do they rub in the fact, usually by playing larks from Potsdam. A new and peculiar situation must obviously arise should they consider that the other Allies sharing Berlin have pulled down an iron curtain by linking up their zones without Russian participation.

Coming from the west, there are three ways of approaching Berlin: you fly along "lanes" about which the Russians are childishly assertive; you use the *autobahn*; and there is one train service. The *autobahn* takes most traffic, and for the last 170 miles it traverses Russian "territory." On several journeys up and down I've not witnessed any incidents, yet early this year we had to cease traffic by night because there had been too many incidents.

So we can look for squalls on our corridor to Berlin, and, at the worst, for a great stillness along the *autobahn*.

If Germany is divided in two, and the halves grow to be, to all intents and purposes, separate countries, Berlin will be situated out in the centre of one of them, and it will be for the Western Allies to reach it, Russians permitting, and for them to carry on there, entirely surrounded by forbidden territory, when the Russians want them out and away.

A second British geographical change concerns the setting up of a new North-Rhine province, to include the Ruhr and part of Westphalia. Sir Sholto Douglas gives as the reason, that it will relieve the British taxpayer, but the French read in the reorganisation a sly scheme to rivet the Ruhr more firmly to the German system, and they promptly retaliated in kind by incorporating 600 square miles of South Rhineland into the Saar Territory which had been as good as given to them in Paris.

Plus ça change! The French roping-in includes Birkenfeld, and exactly twenty-seven years ago the little (then) Principality was on the front page for just the same reason. The technique then was to get the Birkenfelders to declare a Republic in association with France, and wrathful were the Lloyd Georgian and Wilsonian denunciations of "French imperialism."

Meanwhile, there is in progress a big hand-over by the military to Civil Control, which is itself expected to function more efficaciously after its 16,000 personnel has been reduced to 12,000—anyway, by a quarter. Indicated though an axe may be, we shall never impress young Germans unless and until we attract more quality into the Control Commission by the offer of career prospects. Not to do so is worse than a foolish economy.

Two big social changes are being encompassed by the arrival of the wives and by the banning of the mark in all official establishments—clubs, hotels, canteens, Forces shops, and so forth.

B.A.O.R. wives threaten to become as big a front-page bore as the G.I. brides. As for the experiment, there are valid arguments for and against. The French think the note of permanence implied has a salutary effect on the Germans. But, ask critics, what of the effect on dumping glowing mothers and bouncing children amid the grey-faced, listless Germans of the city? Enjoying much better amenities, British wives should not get bored and homesick as quickly as do many French wives. What may affect the former in time is the absence of normal town life, no shops, and circulating eternally amid ruins and under the envying eyes of largely hostile Germans.

British wives of the last Rhine Army kept up the hate long after their men. In a Cologne tramcar, as late as 1922, a lady "on the strength" nudged me and pronounced of the Germans around: "They're full of oats! Give it 'em good an' proper, I say!" Wives of 1946 are more refaned. Will they come any closer to the Germans?

The banning of the mark slows up festivity. It spells a duller Occupation, and so will accelerate "browning-off." But aims are twofold and serious: to strike a blow at the Black Market and to restore Forces' prestige. The troops can pile up marks by exchanging cigarettes and Naafi stores with the Germans; they will not be able to use them except to buy from Germans, who have precious little to sell. The troops' principal purchases and distractions must henceforward be paid for in vouchers equivalent to £ s. d.

It was a bad time while it lasted. . . .

If Germans stand to lose Naafi calories, they may now be guests in British messes, although restricted for the present to biscuits and tea, and a visit to the bar.

The innovation period is marked by the first organised effort by the Germans to mobilise their foodstuffs. German food and agricultural officers are trying to do something about the chronic differences that exist between eating conditions in the populous centres and in the countryside. Cardinal Frings, of Cologne, says: "Only if we share what we possess, shall we master the hard weeks ahead." To which is echoed a full-throated *Wohl! Wohl!*

The churches have not been "playing up" as expected by some. There is refusal to tell full congregations that other than the Nazi leaders were responsible for the war and all the horror. More serious may prove to be the way in which hordes of unrepentant young Nazis have camouflaged themselves and their activities by joining youth movements sponsored by religious forces.

An innovation that may have been delayed too long is the granting of special consumer advantages to Ruhr miners and their families, together with a much bigger food ration than the ordinary. What used to be only absenteeism has lately been doubled by large-scale desertion.

I shall be interested to know what a tour of British women versed in local government, accomplishes. The idea is to rouse German women from their apathy, so that they shall take some interest in public affairs, but the few representative German women that exist, told me it was impossible at this stage.

Other new visitors are British business men seeking to pick up some of the threads of their former businesses in Germany, and undergraduates talking it over with their German opposites. Finally, German journalists have been a source of worry. They *will* write verbose essays and political polemics, and know not the appeal of crisp, factual news. Maybe they are not so dense, but taking a page from the French Resistance. French writers buoyed up spirits by means of historical essays whose double meaning lay open to the discerning.

GERMANY FEARS DISRUPTION: Jacob Mueller, a leader of the Christian Democratic Union, one of the new political parties, addressing a party convention in Berlin when, together with other leaders, he urged that any further splitting of the country and the creation of independent European States could only result in "constant unrest and the tug-of-war of rival interests." One member of the party referred to any such movement as "a perilous Balkanisation." Since this meeting was held Allied leaders themselves have been considering the possibility of closer union between the zones rather than further dis-union

THE ARMY TURNS TO THE LAND: Soldiers on their way to the fields at Haus Desse, near Soest, Westphalia, where the Rhine Army has established a School of Agriculture, and eighty students a month from the British occupation forces now undergo an intensive course which will help equip them for life on the land when they are eventually demobilised. These short Army courses are only intended to be a preliminary to further training which the Government provides at the time of leaving the Service

BRIDGING the WORLD in SEVENTY HOURS

London to Sydney by Air, a Miracle of Modern Travel

To-day the world is well and truly bridged. At the week-end the traveller can walk amid the greenery of Hyde Park or amid the din of Piccadilly, and by mid-week, if he be so inclined, an air-liner can have transported him, via Karachi, Singapore and Darwin, to the lovely harbour of Sydney, New South Wales, where life is a little more carefree, and the office workers are sunburned in winter and summer. And all this is achieved in a bare seventy hours. Meanwhile, our scientists proceed with problems of supersonic research, and in another generation, it is to be supposed, the astonishing realities of to-day will have become a commonplace

Above: **LONDON—THE HEART OF THE COMMONWEALTH : An aerial view of the busy port taken from an aircraft above Tower Bridge. To-day London is only seventy hours away from Sydney, by regular air route, and the experimental flights of the '20's and '30's have given place to air lines which convey the passenger 12,000 miles across the world in speed and comfort. On the right of this picture is part of the Tower of London, and in the distance, in front of St. Paul's, is the half-shattered roof of Cannon Street Station. The bridges are Tower Bridge (foreground), London Bridge, Cannon Street Railway Bridge, Southwark Bridge, Blackfriars Bridge, and the new Waterloo Bridge**

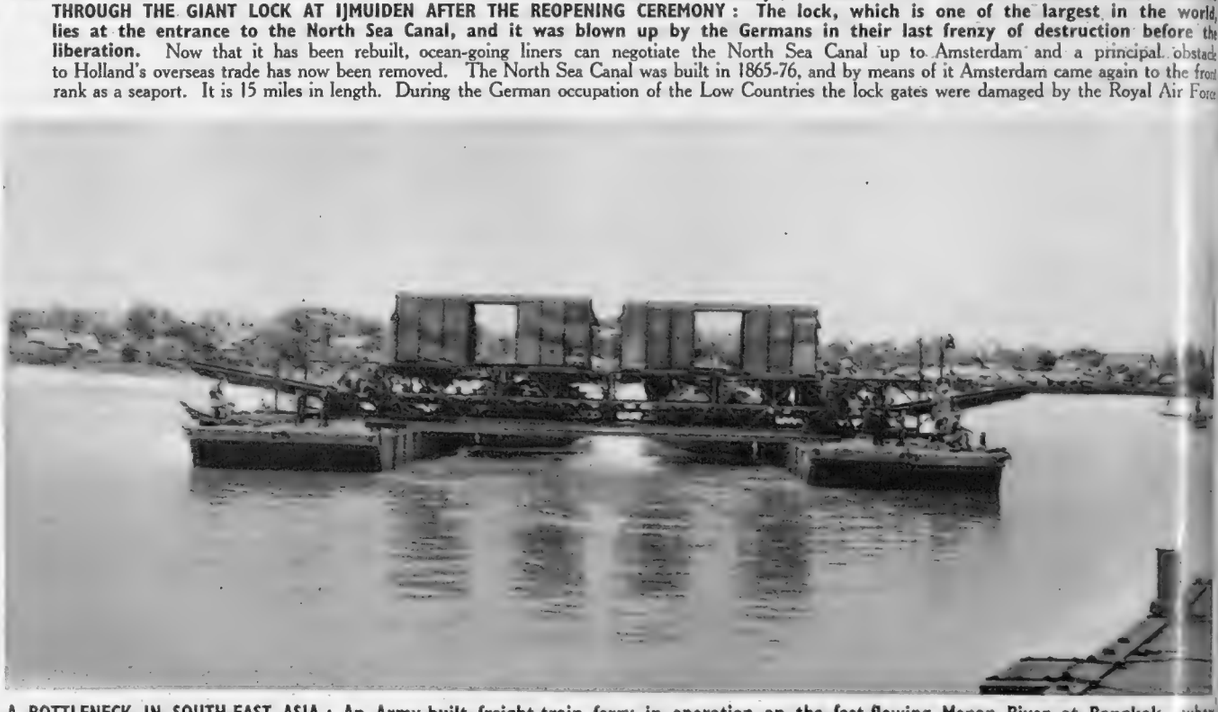
Below: **SYDNEY—THE GOAL OF THE JOURNEY : An aerial view of the great city of New South Wales, which is now within seventy-hours flight of London. Dominating the harbour is the celebrated bridge which, with its double tram track, six vehicle carriage-ways, double rail track and footpath, provides the vital transport link between Sydney and the suburban areas lying on the north shore. Beyond the bridge in the centre of the picture is the Circular Quay, where the ferry boats from the beach resorts, such as Manly and Bondi, bring in the office workers of Sydney to their daily task. On the right are the main docks, where the ocean liners berth and the wool ships load up**

AMSTERDAM REGAINS HER PRINCIPAL OUTLET TO THE SEA—THE S.S. "ORANJE," FLAGSHIP OF THE NETHERLANDS LINE, PASSING THROUGH THE GIANT LOCK AT IJMUIDEN AFTER THE REOPENING CEREMONY: The lock, which is one of the largest in the world, lies at the entrance to the North Sea Canal, and it was blown up by the Germans in their last frenzy of destruction before the liberation. Now that it has been rebuilt, ocean-going liners can negotiate the North Sea Canal up to Amsterdam and a principal obstacle to Holland's overseas trade has now been removed. The North Sea Canal was built in 1865-76, and by means of it Amsterdam came again to the front rank as a seaport. It is 15 miles in length. During the German occupation of the Low Countries the lock gates were damaged by the Royal Air Force.

FROM THREE CONTINENTS

A Survey of the Foreign News

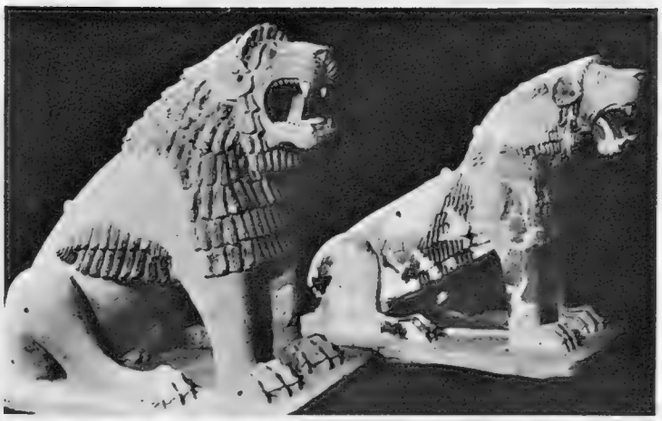
When the Allies signed a Peace Treaty with Siam, the Siamese agreed to place 1,500,000 tons of rice at our disposal for relief purposes. Of recent months it has become apparent that the rice would not be immediately forthcoming. Part of the explanation may lie in the disruption of the Siamese transport system, and the accompanying picture shows how British and Indian engineers have attempted to remedy the situation by building a freight-train ferry across the Menan River, thus enabling trains to reach Bangkok. The ferry can accommodate two waggons at a time, and twenty crossings in one day is well above the average.



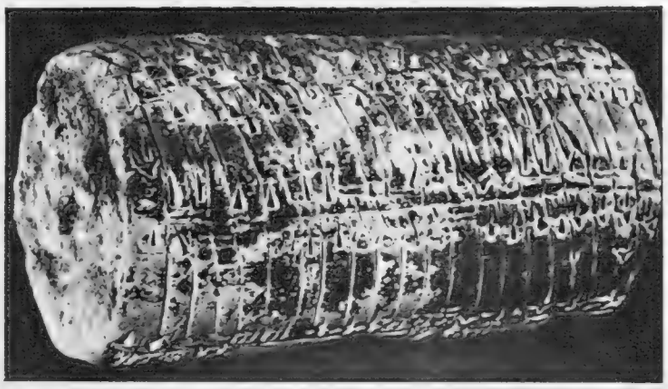
A BOTTLENECK IN SOUTH-EAST ASIA: An Army-built freight-train ferry in operation on the fast-flowing Menan River at Bangkok, where it takes the place of the bridge destroyed during the closing stages of the war. Two waggons at a time can be taken across, and this partial reopening of the route ensures that rice supplies once again reach the port of Bangkok from the interior.

COMMUNICATIONS PARALYSED BY THE BOMBAY POSTAL STRIKE—POST AND TELEGRAPH WORKERS MARCHING IN PROCESSION THROUGH THE CITY IN ONE OF THEIR DAILY DEMONSTRATIONS: When the postal strike entered its sixth day, and the telegraph workers had been out two days, communications between Bombay and the rest of India were almost wholly paralysed. Picketing of post offices and delivery centres took place in many areas, and cases of assault and intimidation were reported when some men attempted to reach their places of work. Emergency measures for the clearance of mail bags with military help were instituted, and, after the first week, in which inevitable muddles occurred, they proceeded smoothly if slowly. Local Government business was much disrupted.

IMPORTANT DISCOVERIES IN THE CRADLE OF CIVILISATION : The site of the Temple of Nisaba, the Goddess of Fertility, and of her husband Khani, which has lately been unearthed at Tell Harmal, near Bagdad. The temple itself is believed to date from about 4000 B.C., but the most important discovery made there dates from 2000 B.C. It is a cylinder of clay (reproduced on right), with inscriptions which may be a form of early musical notation. The Tell Harmal excavations are situated about six miles south-east of Bagdad



GUARDING THE ENTRANCE TO THE NEWLY-DISCOVERED TEMPLE OF NISABA : These two magnificent, life-size terra-cotta lions stood either side of the main gateway to the temple, which is being excavated at Tell Harmal, near Bagdad



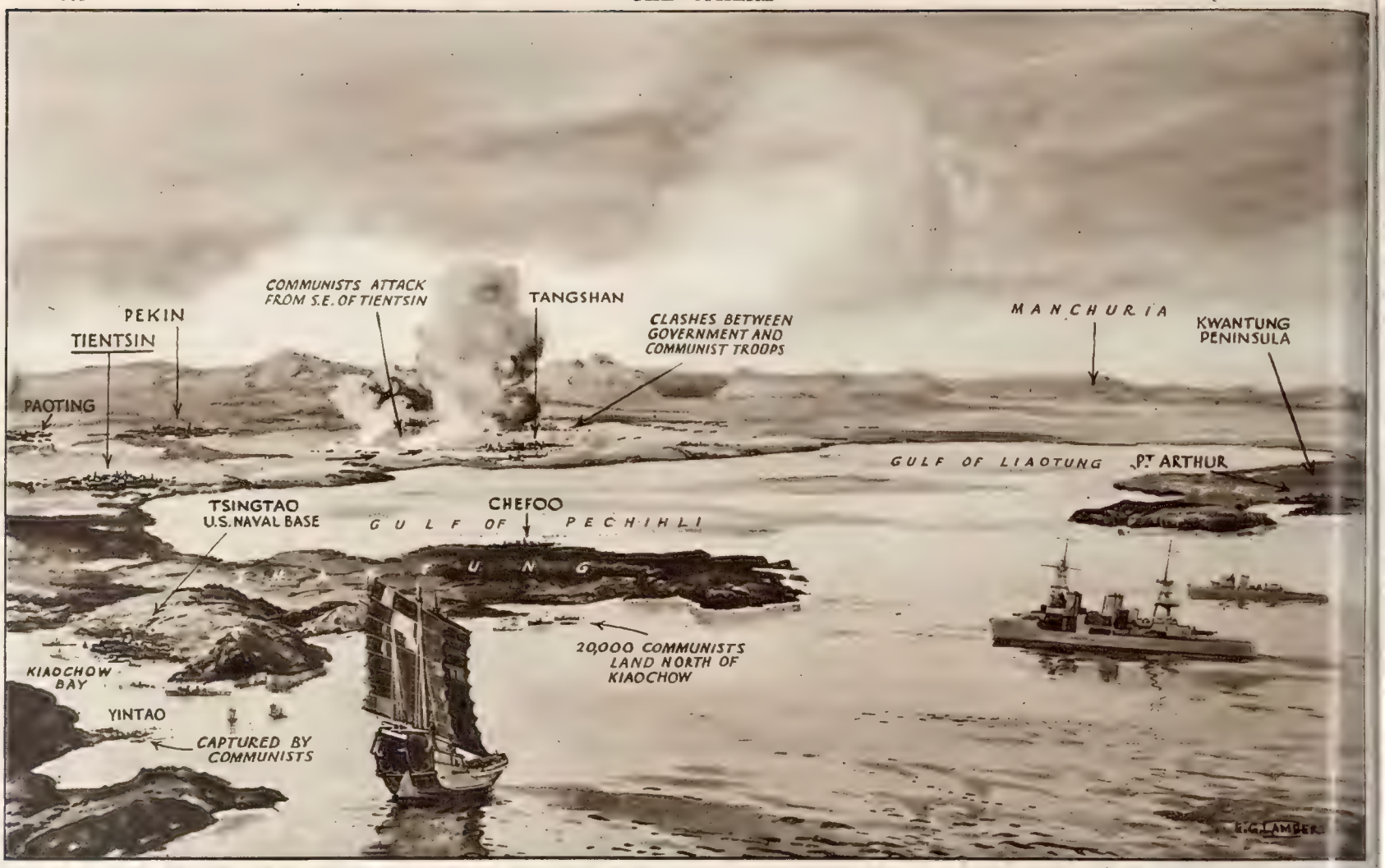
IS THIS AN EARLY FORM OF MUSICAL NOTATION ? The clay cylinder, dating from 2000 B.C., which has been brought to light in the Temple of Nisaba, the Goddess of Fertility, at Tell Harmal, Iraq. When this picture was taken, the discovery had not been submitted to expert examination, but it is very probable that the inscriptions on its surface are an early form of musical notation. The cylinder appears to be ruled off into lines

THE YOUTH OF YUGOSLAVIA ASSISTS THE NATION'S INDUSTRIAL DRIVE : Boys and young men between the ages of fourteen and twenty-five engaged in rebuilding the 95-kilo-metre railway from Brsko, in Bosnia, to Banowitch. The special purpose of the line is to carry coal from the mountain areas to a point at which it can be distributed to the rest of Yugoslavia : Fifteen thousand youths started on the task in May in fulfilment of a pledge made to Marshal Tito to complete the railway by the end of November, and now the number of young workers has risen to 26,000. They work in gangs, some levelling the ground, some placing the sleepers in position, and some carrying the rails to the sleepers. The programme is ahead of schedule

GENERAL EISENHOWER AND HIS BROTHERS TAKE A FISHING TRIP : Rod in hand, the celebrated Commander chats with his four brothers during a recent holiday at Big Lake, Minoqua, Wisconsin. On the left is Milton Eisenhower, of Manhattan, Kansas, and the three on the right are Earl Eisenhower, of Charleroi, Pennsylvania, Arthur Eisenhower, of Kansas City, Missouri, and Edgar Eisenhower, of Tacoma, Washington State

THE CONTINUING PLIGHT OF EUROPEAN JEWRY : Jewish refugees lined up outside the reception centre at Nachod, Northern Czechoslovakia, after they had trekked across the frontier from Poland. These refugees have been streaming across the border for many months past and entering the United States Zones of Austria and Germany. To cope with the situation the Nachod Reception Centre has been set up, and it is partly staffed by personnel of the American Joint Distribution Committee. There the refugees receive supplementary food, medical attention and advice on immigration problems. Many of them declare that they wish to go to Palestine, and others would like to find sanctuary in the United States. Nearly all are weary of Europe

HALF-WAY HOUSE ON THEIR EUROPEAN JOURNEY : Would-be Jewish immigrants who have trekked across the border from Poland waiting for a train on Nachod Railway Station in Northern Czechoslovakia. After they have been fed at this point by the American relief authorities, they are sent on to Bratislava, and they then proceed to the U.N.R.R.A. camps in Austria



CIVIL WAR FLARES UP ANEW IN NORTH CHINA: A diagrammatic drawing of the area which became the scene of intense activity in the middle of last month when 20,000 Communist troops were landed on the Shantung peninsula, near the U.S. naval base of Tsingtao, and attempted to cut the railway communications of Generalissimo Chiang Kai-shek's troops in North China. At the same time Communists and Nationalists were in action in the region of Tientsin, and it seemed that the temporary truce in the civil war was giving way to hostilities of the most ruthless kind. On July 23 a Nationalist counter-attack was reported to be making headway—*Drawing by E. G. Lambert*

World Trouble Centres

CHINA'S CONTINUING ORDEAL

The Fontainebleau Conference on Indo-China—Trieste Disturbances—The Italian Treaty

In the spring of 1946 it really seemed that the long-drawn-out civil war in China was about to end in brilliant compromise, and that the Communists and General Chiang Kai-shek's Nationalists would create a new Chinese Constitution, elect a representative Assembly, and form a joint National Army. With the approach of summer those high hopes began to fade, however, and fighting broke out in Manchuria as the Russians departed northwards, leaving the field clear for the rival forces. General Marshall, the indefatigable American envoy, who has done so much to secure settlement, arranged a temporary truce, but it was of no avail, and at the end of last month Communists and Nationalists were in action in many parts of the country. The most severe fighting was on the Shantung peninsula, where the Communists made a landing in the hope of getting astride the railway system, and so cutting off Chiang Kai-shek's communications. Last week the Nationalists were counter-attacking in the Shantung area

THE WATCH ON THE RHINE: The Black Market is still a menace on the frontiers of Western Germany. A corporal of the British Military Police searching a woman's suitcase on the platform of Krefeld Station with the help of a German policeman. An everyday scene at this junction in the British Zone, where a constant look-out is kept for Black Market operators passing between Holland and Germany. People who have been a few miles into the country to barter cigarettes and other luxuries for vegetables are not troubled by the police, but a determined attack is being made on the large-scale operators, who are known to exist in considerable numbers and to be ruthless in their methods. In the course of a recent search a Belgian soldier was caught with between 40 lbs. and 50 lbs. of coffee in his luggage, which would be worth about £400 on the German Black Market. Never a day passes but some arrests are made at Krefeld

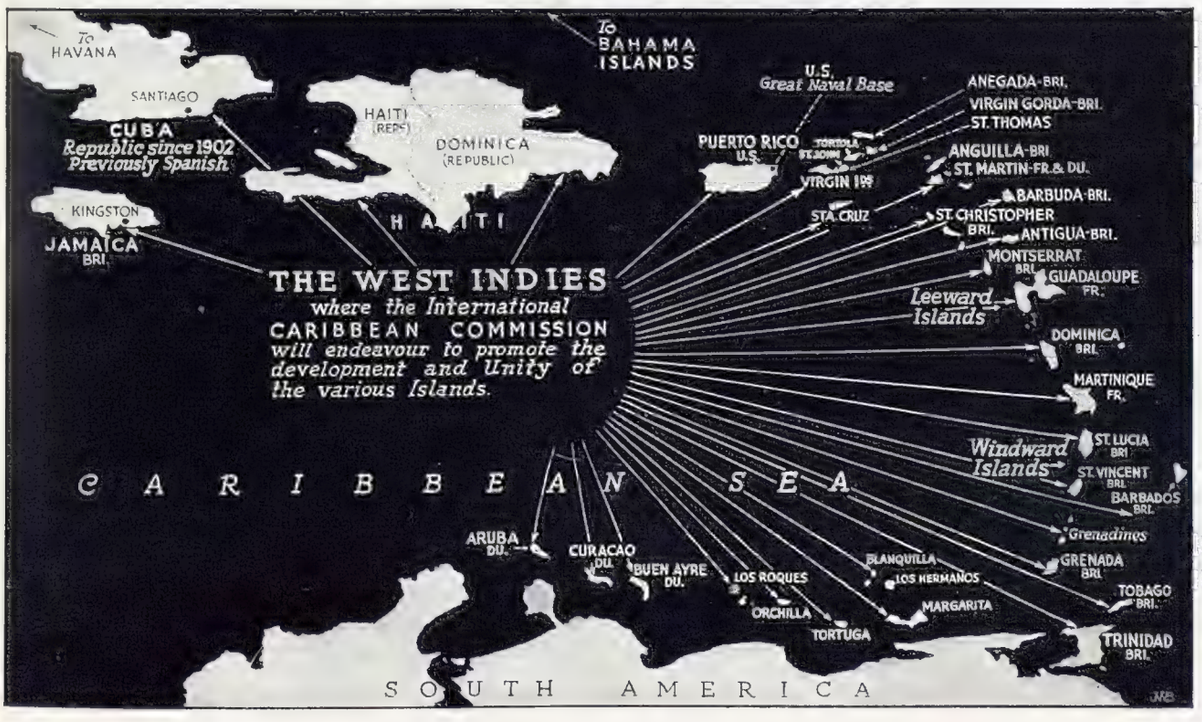
FRANCE TACKLES HER COLONIAL PROBLEMS—INDO-CHINESE DELEGATES TO THE FONTAINEBLEAU CONFERENCE ARE CONDUCTED ROUND THE GROUNDS OF THE CELEBRATED PALACE: A French officer describing to the visitors some of the great events associated with Fontainebleau. The Conference, which began in the second week in July, has as its objects the creation of an Indo-Chinese Federation and the adjustment of that Federation's relations with France. Already a new Republic, known as Viet Namh, has been brought into being, and this incorporates the old States of Annam and Tongking. The Government of Viet Namh appears to be anxious to incorporate Cochin-China, and this at first led to a deadlock at the conference—*Drawing by W. G. Whitaker*

A FIRM HAND WITH A TRIESTE DEMONSTRATOR: Members of the International Police Force covering with their rifles a man who had resisted arrest when they were engaged in clearing a café. This picture was taken in the port during the deeply disturbed period before the announcement of the Allied plan for Trieste. The settlement drawn up by the "Big Four" in Paris provides for the internationalisation of the port and part of its hinterland. It is really a compromise and, as Mr. Byrnes has said, it satisfies no one completely. During the third week in July, as a precautionary measure, the 10,000-ton American cruiser *Huntingdon* was ordered from Philadelphia to Trieste

SPEED WITHOUT DIGNITY: Two U.S. military policemen hustling a demonstrator in the San Giacomo district of Trieste. In this area there were disturbances both before and after the "Big Four" announcement

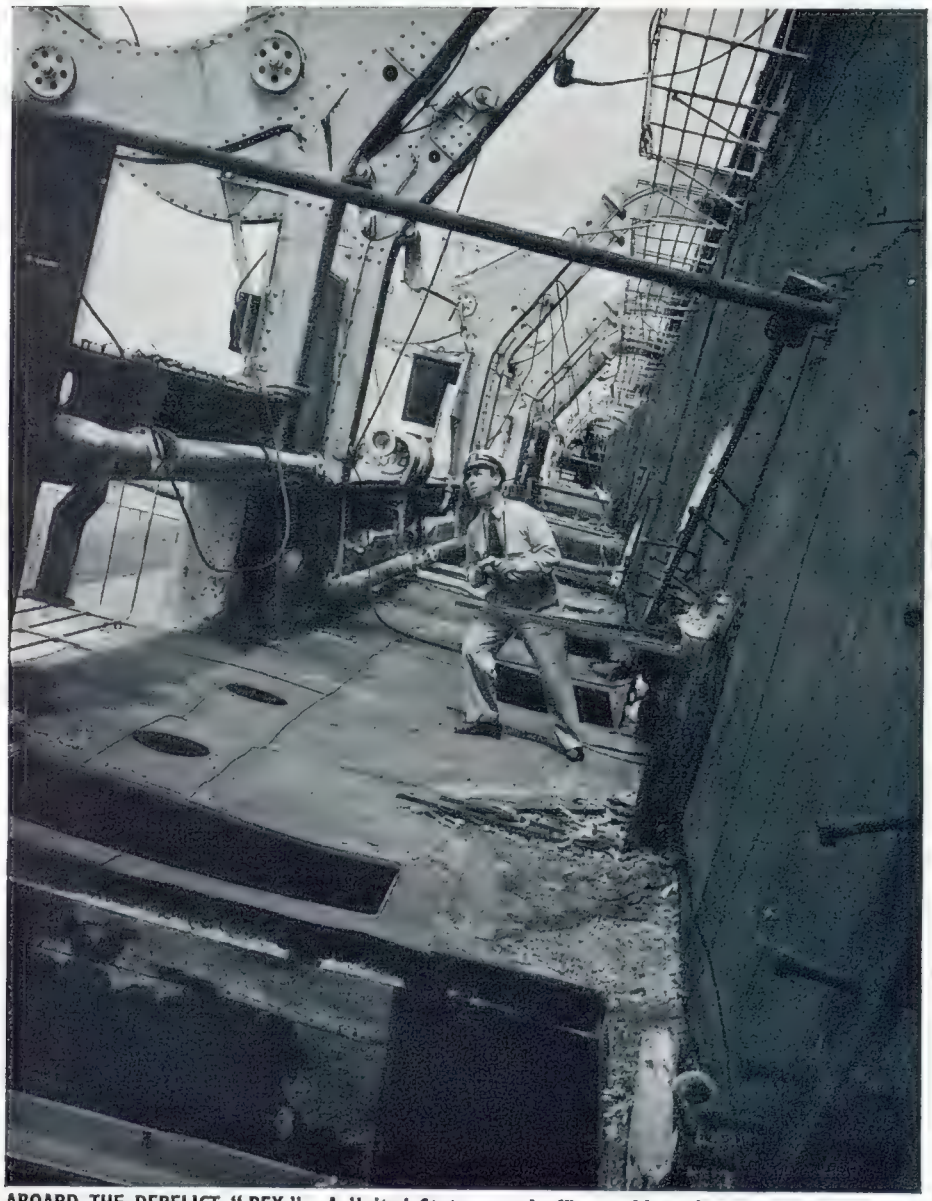
A COUNTRY OF CONTROVERSY—THE WINDING ROAD THROUGH THE WOODED TENDA VALLEY: This district, lying in the Cuneo Province of North-West Italy, close to the French border, has been awarded to France under the terms of the Italian Peace Treaty with the Allies. The award, which has caused the strongest feelings of resentment in Italy, follows a recent Allied inquiry conducted on the spot. The Treaty also provides for the destruction of all fortifications and emplacements on this frontier so that it is impossible for the Italians at any time to erect guns capable of firing into French territory

"TO ENDURE, THE PEACE MUST BE JUST": French and Italian slogans adorning the walls of a building in the debatable country of North-West Italy, parts of which have now been awarded to France under the terms of Italy's Peace Treaty



***On left* — INTERNATIONAL CO-OPERATION IN THE CARIBBEAN SEA: A diagrammatic sketch showing the many islands of the West Indies, which are now attempting, with the help of the major Powers, to achieve a measure of unity in the interests of their own economic well-being.** The Caribbean Commission is to have an International Secretariat in Trinidad, and under the terms of an agreement initialled recently in Washington by Britain, the United States France and the Netherlands, the members of the Commission will promote scientific, technological and economic development in the Caribbean area. Already the Leeward and the Windward Islands are themselves engaged in closer union, and they have decided to improve inter-island communications by air, sea and radio-telephony. The Caribbean Commission which is an advisory body, was begun by Britain and the United States in 1942, largely as a result of the rapidly deteriorating economic condition of the islands

THE FATE OF THE ITALIAN LINER "REX"—ONCE THE HOLDER OF AN ATLANTIC SPEED RECORD AND NOW A HALF-SUBMERGED WRECK IN THE WATERS OF THE ADRIATIC: A new picture of the 50,000-ton vessel, pride in pre-war days of the Italian merchant marine, in the shallow waters near Trieste, where she now lies with her superstructure rusting and her decks awash. When the "Rex" was sunk the Germans were attempting to take her to a hiding-place on the Adriatic coast, where she would be safe from attack, but a squadron of R.A.F. rocket planes spotted her and within a few minutes of being holed below the waterline she turned on her side. In the '30's, it will be remembered, the "Rex" shared with the "Conte de Savoia" a high-speed service from Genoa to New York, and she created a record for the passage between Gibraltar and the United States. She was lavishly furnished in her first-class saloons, and in many respects rivalled the "Normandie" and the "Queen Elizabeth"



ABOARD THE DERELICT "REX": A United States naval officer taking pictures on the wrecked liner, which lies a battered hulk in the waters of the Adriatic not far from Trieste. It is probable that attempts will be made to salvage her in the near future, a task of no great difficulty as the bulk of her superstructure is still above the surface

TO EXPLORE THE BED OF THE ATLANTIC: Mr. B. C. Browne and Mr. R. I. B. Cooper, of the Department of Geophysics at Cambridge, are to spend four weeks in the submarine "Tudor" gathering information regarding life on the sea-bed. This picture was taken at Cambridge as they made their plans for the expedition which is being sponsored by the Royal Society with the Navy's co-operation

Quite apart from fascinating speculations with regard to the lost Continent of Atlantis, a great deal of a practical nature remains to be discovered regarding the ocean bed of the Atlantic, and with a view to supplementing our knowledge in this direction, the Admiralty has placed the submarine *Tudor* at the disposal of Mr. B. C. Browne and Mr. R. I. B. Cooper, the Cambridge physicists, and Dr. Nieuwenkamp, of the Dutch Geodetic Institution. The expedition, which has the backing of the Royal Society, will spend a month at sea. The scientists planned to leave Portland at the end of July and, during the first week, it was arranged that the *Tudor* should cruise above the Continental shelf. Among other things, the scientists will test the Wegener theory that continents gradually drift apart, and they hope to discover further details regarding the geological formation of the ocean bed at varying points. Included in their complicated apparatus is the Vening Meinesz submarine pendulum for making observations at sea, a picture of which appears on the right. The *Tudor* is a patrol type of submarine and is a sister-ship of the *Thetis*

Matters Maritime

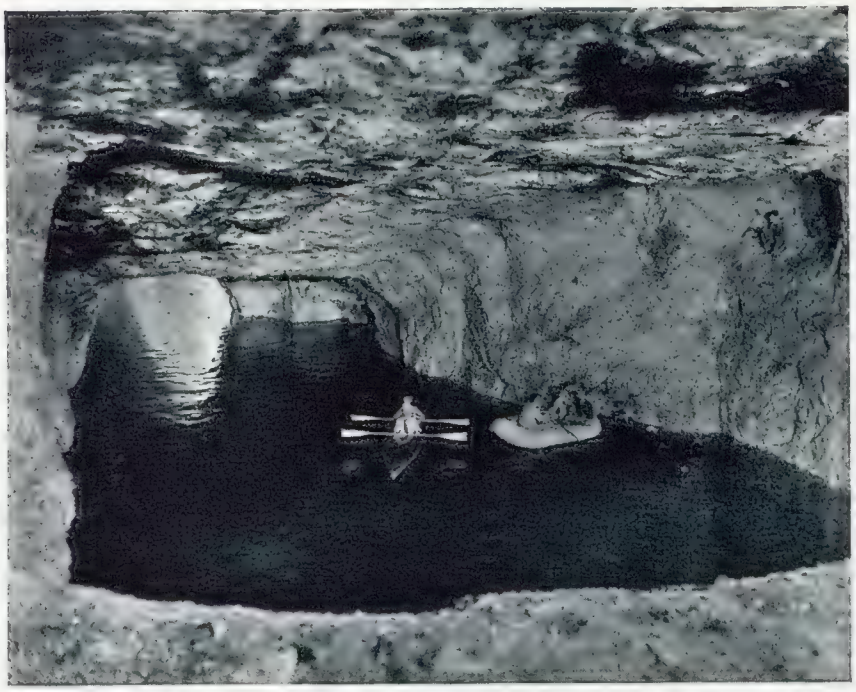
THE "REX," AN ADRIATIC DERELICT

Cambridge Scientists Explore the Ocean Bed: Whaling with Walruses in the Antarctic

TO PIONEER IN ANTARCTIC WATERS: Arne Horgen, a Norwegian wireless operator, demonstrating the air-crew emergency suit and the "M"-type rubber dinghy which will be carried by air crews in the forthcoming whaling expedition in the far south. In this expedition the 22,000-ton factory ship and the catching vessels will be accompanied by three converted Walrus seaplanes, and it will be their task to spot the whales and report their presence to the catching vessels

PRELUDE TO ADVENTURE: Mr. B. C. Browne testing the Vening Meinesz apparatus for pendulum observations at sea, and Mr. R. I. B. Cooper checking other apparatus prior to their departure from Cambridge on their submarine expedition. They will be assisted by Dr. Nieuwenkamp, of the Dutch Geodetic Institution

THE EYES OF THE WHALING FLEET: John Norberg and Arne Horgen (Norwegian wireless officers), Hugh Milroy (navigator), Geoffrey Collyer (pilot), John Grierson (chief pilot) and Martin Routh (navigator) seen at Cowes, Isle of Wight, in front of one of the converted Walrus seaplanes which they will take with them to the Antarctic on their forthcoming whaling expedition. The Walruses, which saw service during the war, will take part in the first real effort yet made to hunt whales with aircraft. The machines will be catapulted from the factory ship and as soon as they sight their prey, it will be their task to wireless the position to the catchers, which immediately head for the spot with their harpooning crews standing by to fire the guns. Both the factory ship and the planes will be equipped with homing sector beacon apparatus, and they will thus be able to locate each other at any given moment. The coming whaling season is of vital importance, owing to the need for fats in Europe, and it is hoped that these elaborate measures will result in a catch up to the limits at present allowed by international regulation. The Walruses were used extensively during the war for air-sea rescue work in the English Channel, and they were notable for their reliability under all conditions



THE SPELEOLOGISTS GO INTO ACTION : Members of the Speleological Society of the United States exploring the Strickland Quarry, near Portland, Connecticut, on the occasion of their recent national convention. President Truman has lately recognised the usefulness of this Society, which makes a hobby of cave exploration, by asking the members to find at least 50,000 square feet of cavern space suitable for underground factories and storage space in the atomic age. They are setting about the task with enthusiasm

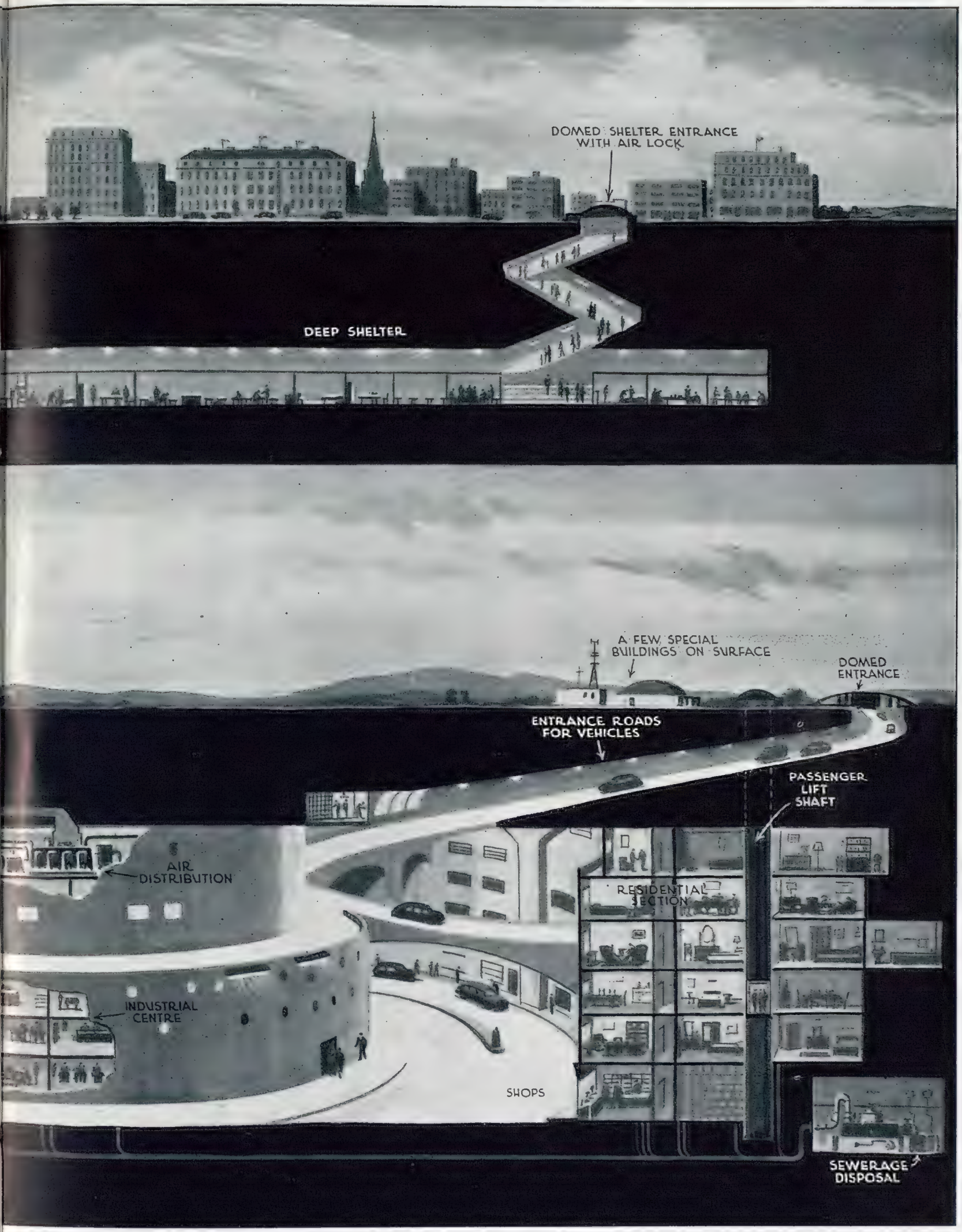
IN SUBTERRANEAN SESSION : A picture taken during the recent underground convention in the Strickland Quarry, Portland, Connecticut, when members of the Speleological Society of the United States discussed their plan of campaign to find caverns which might be of possible use to the American nation in the event of an emergency created by atomic warfare. Standing towards the right and calling the meeting to order, with a wooden mallet, is the Society's chairman, Mr. Frank H. Wilson, and next to him are Miss Lydia Neubeck, of New York, the acting secretary, and Mr. Clay Perry, of Pittsfield, Massachusetts, the president. The Speleologists, or Spelunkers as they are sometimes called, now feel that their hobby has a new importance, particularly since Mr. Truman uttered the warning that America must never neglect the possibility of being involved in atomic warfare. The word "Speleology," meaning that department of geology pertaining to the study of caves, is taken from the Greek word "Spelaion," a cave

IF THE WORLD SHOULD BE DRIVEN UNDERGROUND—TWO ASPECTS OF THE countryside (below). The need for these deep shelters is obvious, but it is a

UNDER-GROUND for the ATOMIC AGE?

The Possibility of Creating Subterranean Cities in the Modern World

When the first atomic bombs were dropped on Hiroshima and Nagasaki, a fury was unleashed upon the world that makes the mind recoil. Two bombs were dropped and the empire of the East sought surrender. The fires of Nagasaki were seen 250 miles away, but the reverberations of that shattering event will long continue to be felt throughout the world. This was the dawn of the Atomic Age and, with every passing month, mankind is increasingly conscious of the fate before it if ever the major powers should again precipitate a global war. Only last week Professor Oliphant declared that 200 atom bombs could wipe out Britain, and he indicated the measure of our vulnerability. In the United States President Truman has already dispelled any existing complacency on the point by emphasising that America, far from being isolated, is as liable as any nation to be engulfed should the fury of atomic warfare ever again be let loose. The President has even taken practical steps in the matter of atomic defence, requesting the Society of Speleologists to make a report on the existing caves in the United States with a view to incorporating them in a nation-wide anti-atom scheme. There is no doubt that the whole question, with all its dire implications, is one that will have to be faced by every nation, and it would seem that in this Atomic Age the world must consider the prospect of going underground, unless, of course, it becomes apparent that the truly horrifying potentialities of the atom bomb will act as a deterrent upon the human race. If the danger of atomic warfare is imminent nothing more can be done than to provide deep shelters beneath all the larger towns ; but if a policy for the more distant future is to be formulated, and America would appear to think this towns and c the buildin capabilities structural m economic asp of living bel protection f



DIRE PROBLEM WHICH MAY FACE MANKIND IN THIS ATOMIC AGE: An artist's impression of a deep shelter beneath a town (top), and of a town built beneath the iparent, if the more elaborate measures have to be adopted, that they will inevitably bring down general standards of living to an intolerable level, the cost of inderground towns being out of all proportion to the national wealth—*Drawing by S. E. Beck*

necessary, then the creation of underground ties is the only possible alternative. That of underground cities is within the our engineers and of our manufacturers of terials goes without saying, but from the ct it might lead to a lowering of the standards the limits of bearability. Indeed, to provide the whole population within two decades would involve so many men being diverted to the cement and steel industries that it is doubtful in Britain if we should have sufficient personnel to carry on our vital export trade and at the same time supply the home market with consumer goods. Sooner or later it is felt that every Government in the world will have to face these facts, unpalatable though they be, and there is no doubt that in considering these problems the world's architects and engineers will produce plans of the greatest ingenuity. Meanwhile, it has been proposed in more than one letter to the Press of recent months that we should take advantage of the present large-scale building programme in Britain and provide every new house with a deep shelter designed essentially for the emergency of atomic warfare, but having at the same time a practical peacetime application

THE GREATEST OF ALL THE CAR DUMPS : An aerial view of a section of Bordon Camp, Hants, where 20,000 vehicles at present await disposal in a sale to the public which will surpass in size that recently held at Great Missenden

BORDON'S 20,000 CARS

At the time of writing, no public announcement has been made regarding the forthcoming sale at Bordon Camp, Hampshire, but it is known that the 20,000 vehicles which are now lying there in orderly but idle rows will soon come under the hammer. The sale, which will probably attract quite as much interest as that at Great Missenden, is expected to last for at least three weeks. The vehicles range in type from huge multi-wheeled monsters down to small utility trucks, and include Red Cross carriers and Bren-gun carriers. The large breakdown lorries used by R.E.M.E. are being bought up by garages, and many of those from Great Missenden are already doing good service on the roads. Many of the amphibious cars are proving popular for trips at the seaside

H.M.S. "VANGUARD" AT PLYMOUTH : Britain's newest and mightiest battleship seen at anchor in the harbour on coming south at the completion of her sea and gunnery trials

"VANGUARD" COMES SOUTH

Having completed her running trials and her gunnery tests in northern waters, H.M.S. *Vanguard* now comes south to Plymouth, and this really marks the end of her testing period. During the late autumn and winter *Vanguard* will be specially fitted out for the Royal visit to South Africa early in 1947, and the cabins to be occupied by the King and Queen and the Princesses will then be prepared. It has just been announced that when in South Africa the King and Queen will make use of their new Vickers Viking planes for all journeys within the Union. The King and Queen will each make use of a separate plane

BERNARD LYNCH ON THE MARTIN-BAKER TEST RIG : A picture taken at Denham, where experiments have been carried out with this apparatus as a prelude to a successful attempt by Mr. Lynch at ejecting himself from the cockpit of a jet plane when flying at speed. On the test rig a cartridge is placed beneath the seat and in one-fifth of a second the pilot is sent soaring into the air, the idea being that he thus frees himself from the slipstream. During the operation the force exerted is equal to twenty-three times the force of gravity. Many tests had to be made on the rig before the actual experiment was made at 8,000 ft. above Oxfordshire

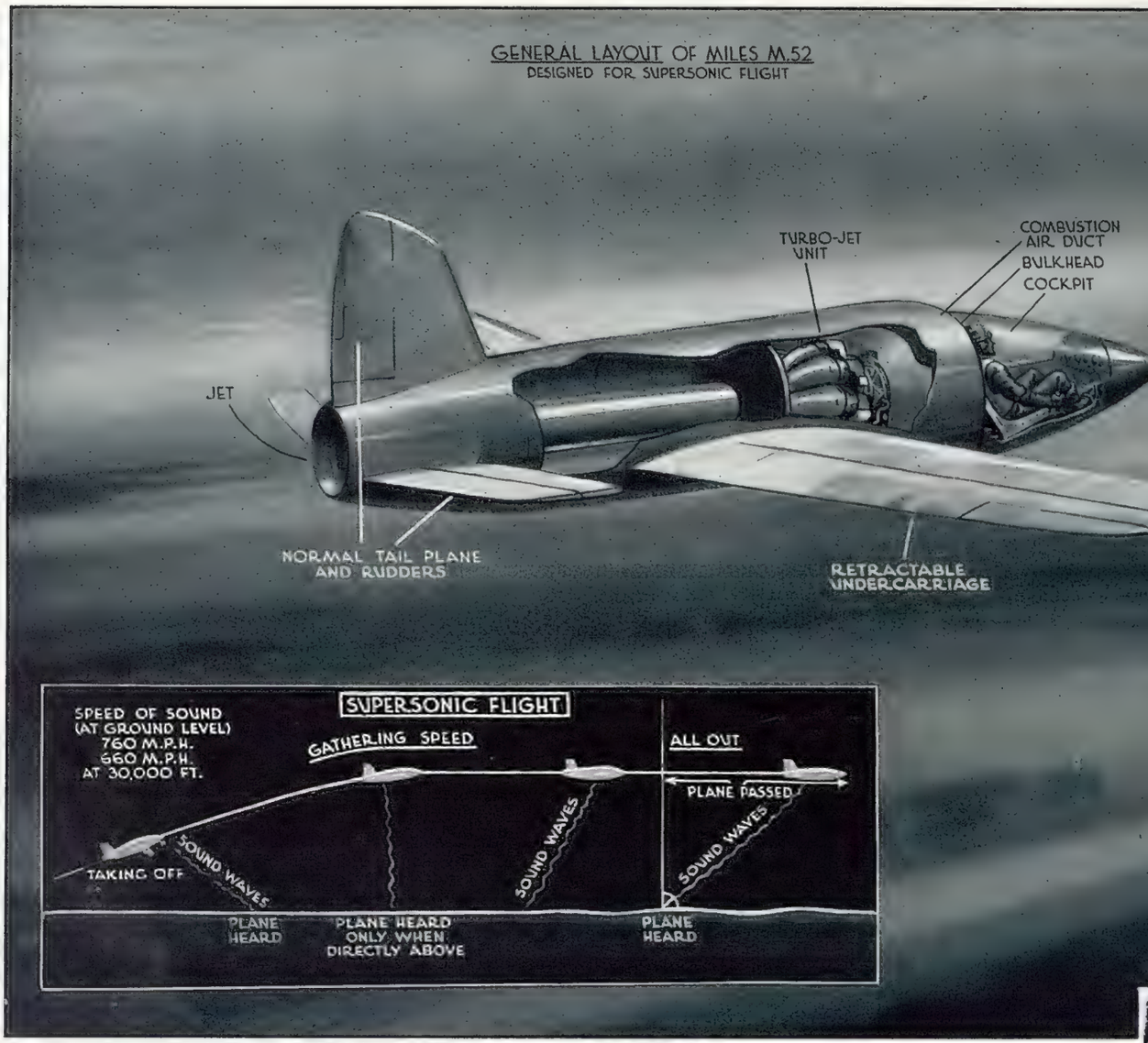
JUMPING from a JET PLANE

The Pilot Ejection Seat is Tried Out Successfully at Denham

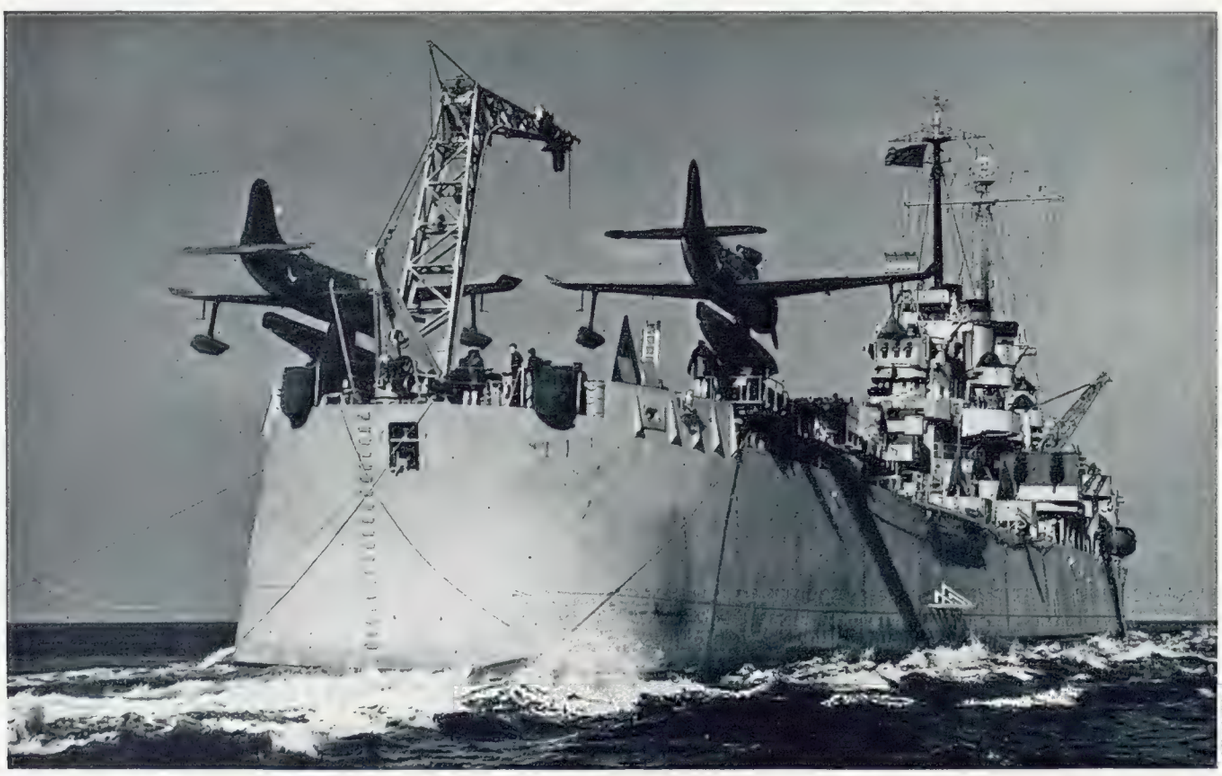
Speeds in the air are advancing so rapidly that the pilot of a fast-flying plane has little hope in the event of an emergency of leaving his cockpit and making a parachute descent. The best answer to the problem, it appears, is the pilot ejection seat, which has lately been demonstrated successfully by the Irish-born pilot Bernard Lynch, first on a Martin-Baker test rig at Denham, Bucks, and later from a Meteor plane at a height of 8,000 ft. above Oxfordshire. The experiments appear to have proved a great success. For last week's experiments Lynch flew in a modified Meteor adapted to take two. When he fired the ejection cartridge he was sent soaring 60 ft. into the air, right out of the slipstream, and he then opened his parachute and made a successful landing at Chalgrove. The experiment was watched by British and United States service chiefs

GOING UP: Mr. Bernard Lynch ascending the test rig at Denham after firing the cartridge beneath his seat. During some of the experiments he was shot into the air and, together with his seat, he landed in a net. In this instance he is being lifted to the top of the rig in one-fifth of a second

THE PILOT AND HIS SEAT : Mr. Bernard Lynch standing beside the experimental rig at Denham. ***On right***—An overhead view of the rig showing him before an ascent. By pulling the cloth above his head he releases the cartridge, which sends him soaring into the air



TO ATTEMPT TO SURMOUNT THE SONIC BARRIER—THE "MILES 52," A DESIGN RECENTLY EXHIBITED AT FARNBOROUGH, AND WHICH MAY BE THE FIRST MACHINE TO FLY FASTER THAN SOUND: A diagrammatic drawing showing the situation of the jet and gas turbine units and the semi-reclining position of the pilot, who at this velocity would be subjected to great strain. The cockpit will be detachable, thus facilitating a parachute descent in an emergency. Inset at the foot of the drawing is a diagram showing, when the machine is in level supersonic flight, at what points it would be heard from the ground—*Drawing by Roland Davies*



HOW AMERICAN WARSHIPS RECOVER THEIR SCOUT OBSERVATION PLANES—A SECRET OF THE WAR YEARS REVEALED IN A NEW PICTURE OF THE LIGHT CRUISER "DENVER": This is known as the Charlie method of recovery. When the machines land on the water they taxi aboard a sled trailed by the parent ship, a hook underneath the main float then engaging the net part of the sled. The sled is then hauled into position beneath the stern crane and the plane is hoisted aboard. All this can be done while the parent cruiser is in motion, and if more than one plane lands at the same time they can be accommodated on separate sleds until their turn comes to be hauled in. The "Denver" belongs to the celebrated Cleveland class, the largest group of cruisers of a single design ever put in hand by any Navy. It is equipped with twin catapults for launching the machines from the deck

Flying News

The "MILES 52" MAY FLY FASTER THAN SOUND

The Launch of the "Tasman": Vickers Vikings for the Royal Flight

In last week's issue of THE SPHERE details were given of a machine which is being produced by Miles Aircraft Ltd., involving jet propulsion without the use of a gas turbine. This aeroplane will be driven by what is known as an athodyde, which is a means of making the high speed itself do part of the work of producing jet reaction. The same concern is also engaged in producing the "Miles 52," a trans-sonic design which was recently put on view at the Farnborough Pageant, and which may well be the first full-scale machine to surmount the sonic barrier. The "M.52" would appear to be less unorthodox than many models now in preparation, and it will be noted that the wings are not swept back in the prevailing fashion. A point of considerable interest is that the Vickers rocket-propelled model for investigating sonic speed flight is a 0·3 scale version of the "M.52." When this model is completed it will be released from a parent plane at a height of 36,000 ft., and its subsequent behaviour will be recorded photographically

TO LINK AUSTRALIA AND NEW ZEALAND—THE SHORT SANDRINGHAM FLYING-BOAT "TASMAN," WHICH HAS BEEN BUILT AT BELFAST FOR TASMAN EMPIRE AIRWAYS: The machine about to take off on an initial flight after entering the water at Short and Harland's yards. The "Tasman," which will be followed by the "Australia" and the "New Zealand," will operate with her sister-craft the daily service on the 1,000-mile Auckland-Sydney route. The Sandringhams will each accommodate thirty passengers, together with mail and freight, and they will reduce the flying time on this journey to 7½ hours as compared with the present flying time of 8½ hours. The sea journey takes nearly four days. The new service will also increase weekly seating capacity to 270 persons each way, compared with a present figure of fifty-seven. Four cabins on the lower deck and one larger cabin on the upper deck are all furnished with deep and well-sprung adjustable seats. Ventilation is excellent; vitiated air is removed by extractors in the ceilings

THE KING'S FLIGHT TO BE RE-FORMED—TWO OF THE FOUR TWIN-ENGINED VICKERS VIKINGS WHICH WILL BE USED BY THEIR MAJESTIES FOR OFFICIAL JOURNEYS: An artist's impression showing the machines flying above Windsor Castle. Before the war, it will be remembered, the King's Flight was commanded by Air-Commodore E. H. Fielden (then Wing-Commander). During the war he served in Bomber Command, and he will now resume his old post. It is highly probable that the Royal Vikings will be available before the King and Queen leave for South Africa next February, and in this event they will be used by the Royal Party for some of their long-distance journeys within the Union. The actual journey out to South Africa will be made in H.M.S. *Vanguard*, Britain's newest battleship. The Viking, which has a cruising speed of over 220 m.p.h., is being produced by Vickers-Armstrongs at the rate of twenty-four a month. In the commercial field it is to be used extensively on Britain's newly inaugurated Continental services—*Drawing by Roland Davies*

CRICKET IN PERFECT SURROUNDINGS—A MATCH IN PROGRESS ON THE VILLAGE GREEN AT bowler, who is living in retirement in the district and plays for the local club, is the war years Bearsted was in the celebrated "Bomb Alley," but despite the bombs of the Luftwaffe and the V-1s, cricket was played there regularly when weather and war-work permitted. Freeman, known to all as "Tich," is now in his fifty-eighth year. In the '20's and '30's he developed into one of the most effective slow bowlers of modern times. In 1928 he took 304 wickets in a season, and followed it up in 1933 with 298 wickets. On three occasions he has taken all ten wickets in an innings

A Home News Survey

CRICKET on the VILLAGE GREEN

The Queen Visits Sadler's Wells: Women at the Oval: and Other Pictures of Home News

THE PROMS AGAIN: Basil Cameron conducting the London Symphony Orchestra during their first rehearsal at the Royal Albert Hall, in preparation for the first of the Promenade concerts given last week

HERE WITH LIBERAL INTENT: Mr. John D. Rockefeller III (left), grandson of the American multi-millionaire, seen in London with Mr. William Myers. Mr. Rockefeller and Mr. Myers are to tour Britain, France, Belgium and Germany and Austria on behalf of the Rockefeller Foundation, and it will be their task to investigate worthy causes for the Foundation's philanthropy. The Foundation was established in America in 1913 "to promote the well-being of mankind throughout the world," in connection with public health organisations and other social services. Educational and philanthropic institutions in England have benefited much from Rockefeller liberality

THE QUEEN AT THE BALLET: Her Majesty acknowledging the greetings of the crowd as she left Sadler's Wells Theatre after witnessing a performance of the Ballet Rambert. During the performance the Queen received Madame Marie Rambert and congratulated her on the twentieth anniversary of the Ballet Rambert. She also received Sally Gilmour and M. Gerard Mulys, who danced the highly exacting leading parts in the classic ballet *Giselle*

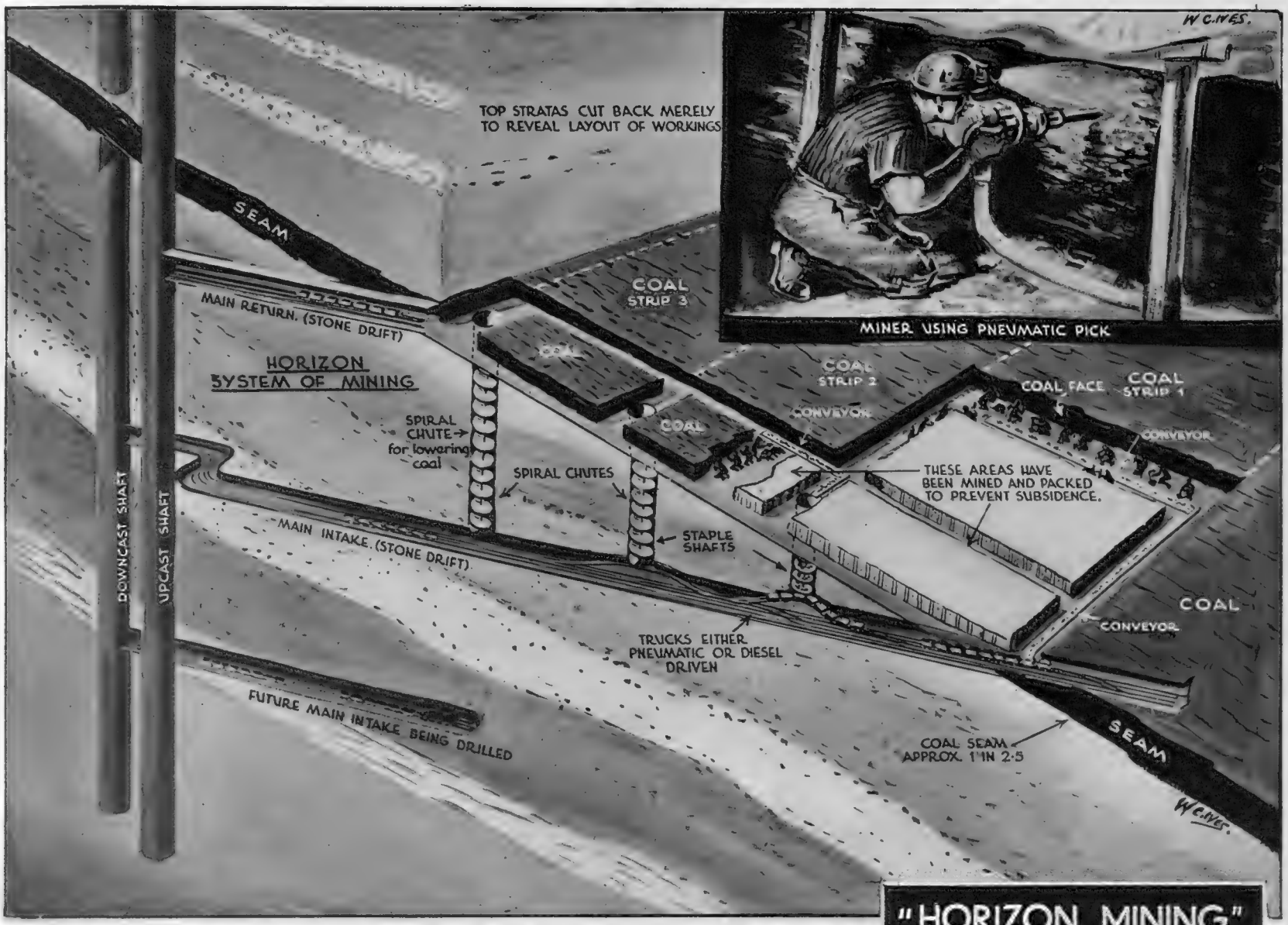
BEARSTED, NEAR MAIDSTONE: A. P. Freeman, the former England and Kent seen at the wicket and engaged in making a full-blooded drive. During

RESTORING THE ROOF OF ST. PAUL'S: Stone carvers at work above the choir. The roof of St. Paul's Cathedral was damaged when a bomb which failed to explode fell through it. Work is now in progress to restore the roof, and it is expected to take three or four years before it will be completed. Where the exterior of the cathedral has been damaged by bomb splinters new stone facings are being inset

CATHOLICS MAKE THANKSGIVING PILGRIMAGE: Over 2,000 mothers traverse the Pilgrim's Way to the Shrine of Our Lady of Walsingham. In thanksgiving for the freedom of the country from invasion, over 2,000 Catholic mothers from all parts made a pilgrimage to the Roman Catholic Shrine of Our Lady of Walsingham, in Norfolk. There they received the blessing of the Rt. Rev. T. Leo Parker, Bishop of Northampton

"LIKE A WOLF ON THE FOLD"! Sergeant Wilkinson of the W.A.A.F.s is something of a demon bowler in women's cricket, and here she is in action against the A.T.S. when they met recently on the Lyons Club ground at Sudbury, Middlesex. Sergeant Wilkinson took six A.T.S. wickets for 24 runs, the A.T.S. being dismissed for 43 in the first innings and 73 in the second, and the W.A.A.F.s scored a truly decisive victory

A MOMENT OF DISASTER: Miss J. Smith, of the Home Counties team, clean bowled by Miss W. Johnson in the recent match at the Oval between the Home Counties and the Rest. This is the first time since the war that women's cricket has been played on one of the major London grounds, and the match served to indicate which of our leading players have the temperament for big-match play. The players wear divided skirts



THE HORIZON SYSTEM OF COAL-MINING NOW IN USE IN THE RUHR VALLEY—A METHOD OF EXTRACTION WHICH IT IS SUGGESTED BY THE BRITISH MISSION SHOULD BE WIDELY ADOPTED IN THIS COUNTRY: By this system of creating lateral and cross-measure drifts, panels of coal are blocked out ready for extraction, the uppermost workable seams being taken first. At each level a system of locomotive transport can be provided for both coal and men. As each strip is worked it can be packed to prevent roof subsidence—*Drawing by W. C. Ives*

"HORIZON MINING" IN THE RUHR

The Efficient German System Which Is Now to be Practised in Britain

The Technical Advisory Committee of the Fuel Ministry which recently visited the Ruhr was much impressed by the evidence of efficiency which it saw in the collieries of the Ruhr Valley, and in its report has urged that the horizon system of coal-getting, as practised in Germany, should be practised in Britain. The horizon system, with roads between the main and staple shafts, is ideally suited for the provision of locomotive transport at each level, so that even when the coal-face approaches the boundary of the leasehold the distance in no way detracts from the efficiency of the mine. The Advisory Committee, in making a series of recommendations, has also commented on the excellent lay-out and equipment of loading stations in Ruhr mines

TOWARDS SAFETY IN THE MINES: Mr. Ralph Barton, of Wigan Road, Deane, Bolton, with his model of a pithead hoist which he has built in order to demonstrate his safety device designed to arrest the descent of the cage in the event of a break in the winding rope. The device is attached to the top of the cage, and the moment the rope is severed the device acts as a brake. On the model it has been tested successfully many hundreds of times at varying heights, and Mr. Barton, whose hobby is model-making, has taken out a provisional patent for his invention. Mr. Shinwell recently instructed an Inspector of Mines to go to Bolton to see the hoist in operation, and as a result it will now be demonstrated to safety-research experts of one of the big colliery companies

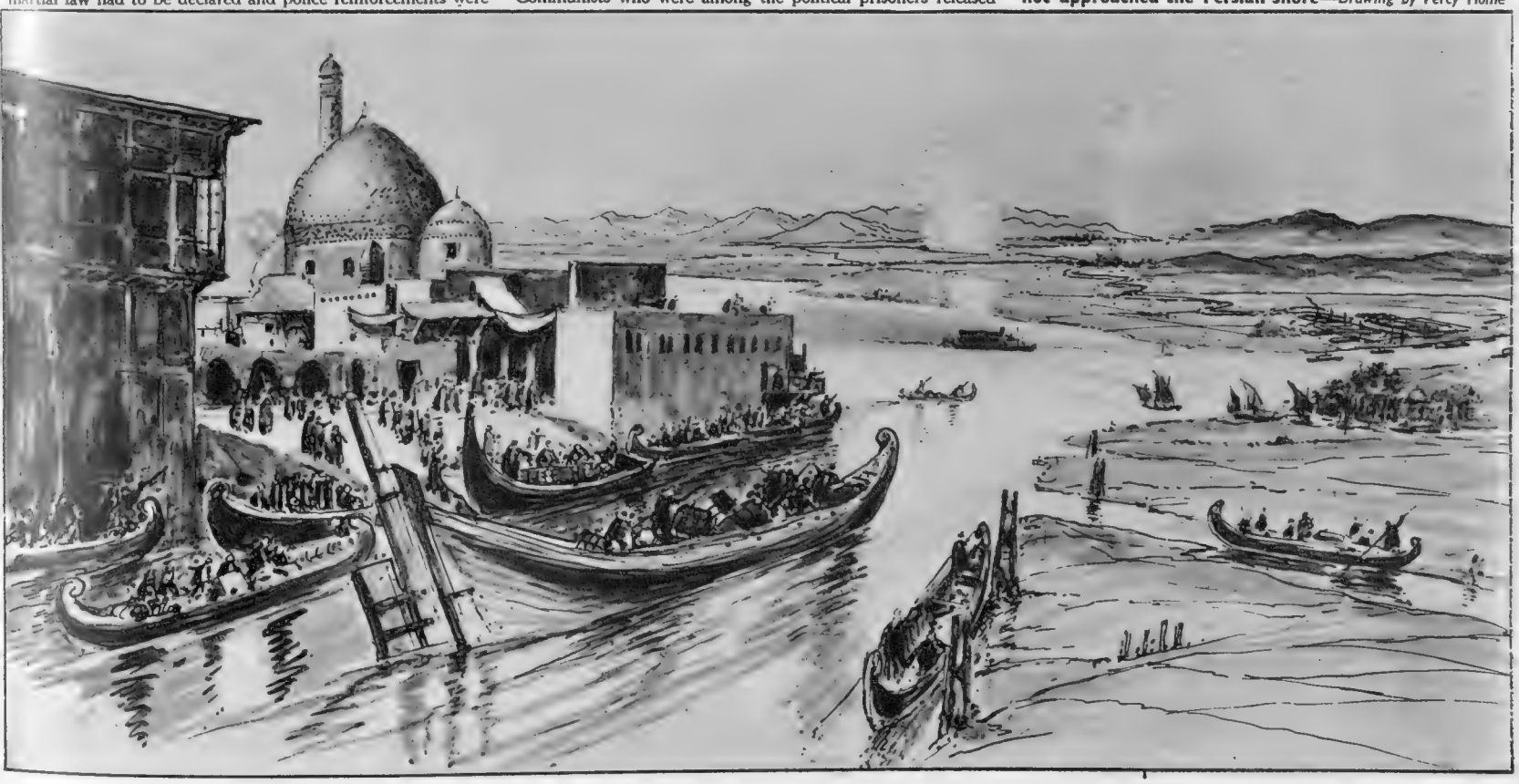
FIRST STEPS TOWARDS SELF-GOVERNMENT IN WESTPHALIA: Members of the newly-constituted Provincial Advisory Council at their first meeting in the Stadthall at Münster. When this picture was taken they were listening to a speech by Brigadier C. A. H. Chadwick, Commander and Deputy Commissioner for the Province of Westphalia, who stressed the importance of the Advisory Council as a stage in the establishment of full democratic Government. On the left is Dr. Rudolf Amelunxon, who holds the title of Oberpresident of Westphalia. It is from this province that the Allied nations rely on obtaining some of the vast quantities of coal required to restore European industry

Above—**TUDEH PARTY EMISSARIES ARRIVING IN THE SOUTH PERSIAN OIL-WELL AREA: Persian political agitators landing in secret near the great refinery of Abadan, at the mouth of the Tigris, where of recent weeks they have helped to stir up anti-British feeling and did much to bring about the sudden strike in the Anglo-Iranian oilfields. In Abadan and other cities martial law had to be declared**—*Drawing by W. G. Whitaker*

MARTIAL LAW in SOUTH PERSIA

The Threat to Britain's Oil Supplies Following the Activities of the Tudeh Party

The reports of serious rioting in Abadan, the oil-refining town at the mouths of the Tigris and Euphrates, and of industrial unrest throughout the area of the Anglo-Iranian oilfield, occasioned grave concern but no surprise when they appeared in mid-July, as it has been known for some time past that the Tudeh Party in Persia has been sending its emissaries among the oil workers, encouraging them to increase their demands for higher pay. So serious did the situation become in Abadan that martial law had to be declared and police reinforcements were called into all the principal towns in the South Persian oil area. The strikers in this region are mostly members of the Tudeh Party's labour union, and their leaders are said to have issued a manifesto demanding that "British interests should cease interfering in Persian political affairs." The Tudeh Party, it may be remembered, was formed in 1941 by a group of some fifty Persians, many of liberal outlook but including a few Communists who were among the political prisoners released after Reza Shah's abdication. As little support was forthcoming from the Persian governing classes or from the peasants, who were politically apathetic after centuries of subservience, the leaders turned to the Russians, who offered substantial help. The party soon became all-powerful in the Russian zone of Persia, particularly in the Province of Azerbaijan, but elsewhere its progress has never been rapid. Its present influence in the south is a new development and a direct threat to Britain's vital oil supplies from this region



***Below*—WHERE IRAQ AND PERSIA COME FACE TO FACE: Looking across the Shatt-el-Arab, at the mouths of the Tigris and Euphrates, from the city of Basra to the oil-refining town of Abadan, scene of recent anti-British disturbances and of the strike among the oil workers. So vital is the question of British oil supply from Abadan that British naval craft have been standing by in Iraqi waters. They have not approached the Persian shore**—*Drawing by Percy Home*

BOGNOR TO WORTHING AT OVER 600 M.P.H.

The Forthcoming High-speed Attempt on the South Coast —The Men and the Machines

By CHARLES GRAVES

GREAT importance must be attached to the R.A.F. attempt to break its own speed record on or about August 14 at Littlehampton. The aim is to raise the record to 1,000 kilometres an hour—about 623 m.p.h.—and Air Ministry experts are confident that the speed attained will be something between 620-630 m.p.h.

The first attack on the record will be made by Group-Captain E. M. Donaldson, D.S.O., A.F.C., who commands the R.A.F. High-Speed Flight. The High-Speed Flight is only a few weeks old, and was formed by R.A.F. Fighter Command with the object of concentrating all available effort on the development of, and research into, the highest possible speeds obtainable by aircraft. The other members of the flight, Squadron-Leader W. A. Waterton, A.F.C., and Flight-Lieut. N. F. Duke, D.S.O., D.F.C. and two Bars, will also attempt to set up a new record in the two aircraft detailed for the job. These are Meteor IV's specially tee'd up for the occasion.

Although the Meteor IV is a standard military aircraft, the high-speed air-frames will have the latest structural strengthenings made possible by the discovery and manufacture of a new metal by the Mond-Nickel Company. It is a high nickel alloy with the provisional name of Nimonic 80. Its virtue lies in its efficiency under extremely high temperatures, and it will be used in the new turbine blades of the improved Derwent V engines. The engines themselves have been put through the most extensive tests by Rolls-Royce at Barnoldswick, and have already developed a thrust of over 4,000 lbs. apiece.

The Rolls-Royce team is headed by Mr. A. G. Elliott, C.B.E., the chief engineer, with Dr. S. G. Hooker, O.B.E., assistant chief engineer (jet division); Mr. J. B. Herriot, development engineer; and Mr. A. A. Lombard, the chief designer. The latter's opposite number in the Gloster Company, who has been responsible for the sequence of Meteors, is Mr. W. Carter. One must also mention Air Vice-Marshal John Boothman, Assistant Chief of Air Staff.

Organisation of the course is the responsibility of the Ministry of Supply, the course controller being Wing-Commander A. A. McGregor. The balloon organisation is under the supervision of Flight-Lieut. Everson, of 11 Group. The six balloons and attendant airmen come from Cardington. The timing organisation will be controlled by experts from the Ministry of Supply, Royal Aircraft Establishment, Farnborough. The senior timekeeper is Mr. W. Goldsmith, who will be assisted by Mr. J. Woolls and Mr. R. Howard.

So much for the men behind the scenes. Of the three pilots who are going to "dice with death," Group-Captain Donaldson is thirty-four years of age, born in the Federated Malay States, fair, matter-of-fact, and on the short side. Before the war he was an aerobatic pilot in the R.A.F. Hendon displays. His elder brother did very well in the Norwegian campaign, though he was ultimately killed in an aircraft-carrier. His younger brother is at the Air Staff College. Between them they won ten decorations for gallantry during the war.

Flight-Lieut. Duke is a fighter pilot with twenty-eight enemy aircraft to his credit. Since the war he has been a test-pilot at the Empire Test-Pilots' School, commanded by Group-Captain Wilson, who was in charge of the Herne Bay record-breaking performance last winter.

Squadron-Leader Waterton, the third pilot, has recently been employed at the Central Fighter Establishment. He is a Canadian.

It will be recalled that at Herne Bay the record was raised from 500 m.p.h. to 606 m.p.h. Since then much has been discovered about flying at high speed, and it is now known for certain that, among other things, one wants hot weather. It is therefore a feather in the cap of Littlehampton that this holiday resort has been chosen from all others in Great Britain for the attempt on Wednesday week. This will be made over a three-kilometre stretch of water between Rustington and Kingston Gorse, on either side of Littlehampton. Markers have been laid in lines about 600 yards from the beaches between Bognor and Worthing piers. At the Rustington end of the course the Meteors will be 1,000 yards from the coast. At the Kingston end they will be about 500 yards out to sea. The public will therefore get a better view at Kingston Gorse, which is to the east of Littlehampton.

The attempt to beat the record will probably take place at midday, when the officials anticipate that the most suitable conditions of visibility and temperature will be available. Nobody knows how many attempts are going to be made, but there have to be at least four runs over the course (that is to say, two runs each way) for each attempt. It is the average of these four runs which is submitted to the Fédération Internationale for confirmation. This archaic body was formed in the days of balloons, when it was necessary for air-speed records to be attempted at very short range from the time-keepers and other experts watching the show. It is for this reason that, even now, contestants may not fly more than 250 ft. above the ground. Otherwise they are disqualified. Nor may they fly much higher than 250 ft. before they start on the set-piece itself. This is to prevent the aircraft gaining extra speed by doing a power-dive over the measured distance. In this connection, there have been reports in the American newspapers that U.S. aircraft have broken all speed records when, in fact, some unfortunate pilot found himself in a temporarily uncontrollable dive, and, having escaped trouble, saw that the speedometer registered some astronomical rate of knots.

One would have thought on the face of it that pilots attempting to lower the world's record would prefer to fly at, at least, 5,000 or 6,000 ft., if only because it would give them some chance of baling out were things to go wrong. Strangely enough, this is not so. At a recent conference at Tangmere, the headquarters of the High-Speed Flight, Group-Captain Donaldson repeated what Group-Captain Willie Wilson and Eric Greenwood said at Herne Bay last December, when they observed that flying at these high speeds was a comparatively simple matter, and that the regulations of the Fédération Internationale did not impose any greater risk or danger than would be experienced at high altitudes. In fact, Group-Captain Donaldson said that flying at a low altitude over the sea gave him an excellent guide and enabled the pilot to maintain an even flight, which would be impossible for him with no guide at altitude. He went on to say that if one engine cut out on him, he had enough "joy" to take the aeroplane up to 10,000 ft., thereby enabling him to leave under circumstances of greater satisfaction than if he had to do so lower down.

It does not need much mathematical knowledge to realise that the slightest error in the timing of the Meteors in their eleven-second flight could lead to wide variations in the time record. To prevent this, the flight of the aircraft over the measured course will be checked by a number of still and ciné-cameras. The ciné-cameras will be synchronised by land-line from the National Physical Laboratory at Teddington, well over thirty miles away. Still cameras will be

THE MEN WHO WILL MAKE THE WORLD RECORD ATTEMPT: Squadron-Leader W. A. Waterton, A.F.C., of Canada, Flight-Lieut. N. F. Duke, D.S.O., D.F.C. and two Bars, and Group-Captain Donaldson, D.S.O., A.F.C., who are now preparing to better the speed of 606 m.p.h. set up by Group-Captain Wilson on November 2, 1945. The speed run is to be made on a hot day if possible, mainly because under such conditions the speed of sound is higher and the pilots will have something of a margin over the existing record before they run into compressibility trouble. The attempt will take place on or about August 14

THE INCOMPARABLE METEOR: One of the two machines which will be used for the attempt on the world record. They are not standard Service Meteor IV's, as originally stated, being equipped with modified hoods and "screwed-up" Derwent V-jet units giving greatly increased thrust

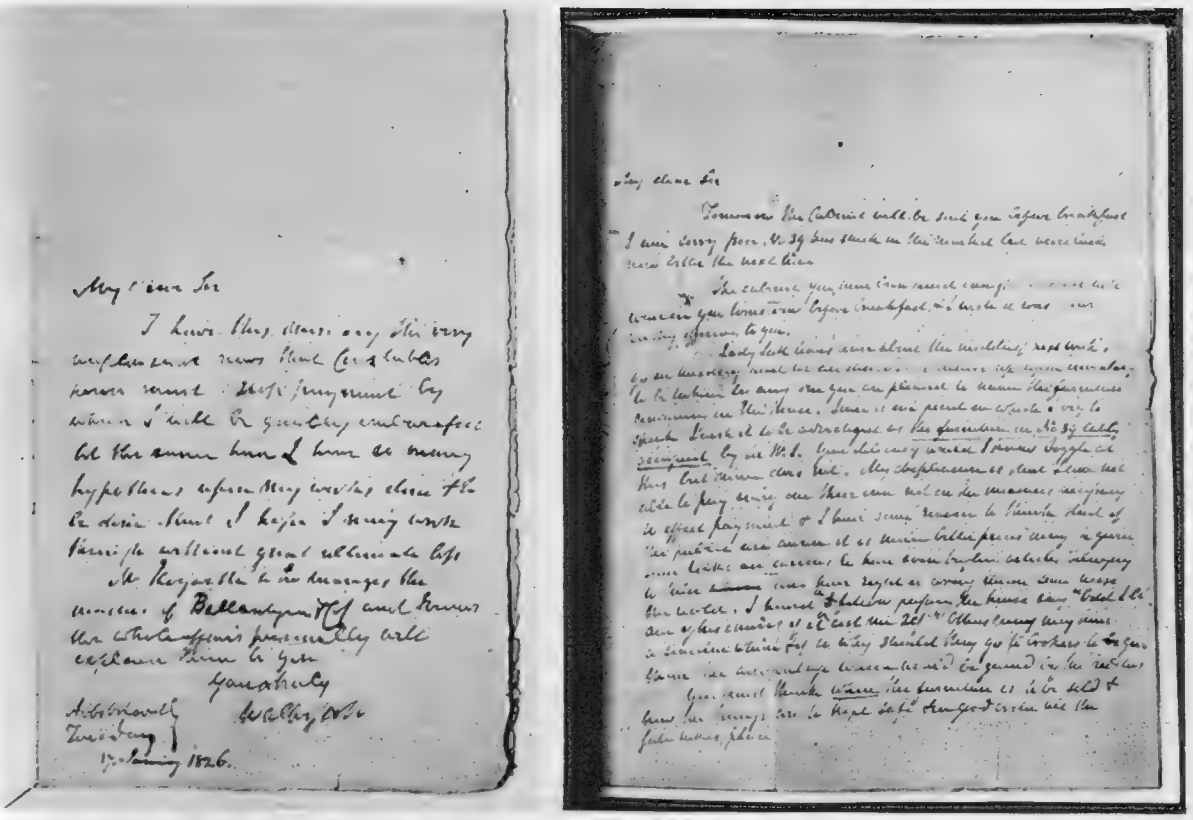
THE MEN BEHIND THE METEORS: *Left*—Mr. W. Carter, M.B.E., the Chief Designer, Gloster Aircraft Company, and (*right*) Mr. A. G. Elliott, C.B.E., Director and Chief Engineer, Rolls-Royce. They will both be at Bognor for the speed attempt

The immediate advantage of a successful day on August 14 will be that valuable extra data will be available to the designers of our turbo-jet air-liners, like the Hermes and the Viking, both of which are expected to have their trials next year.

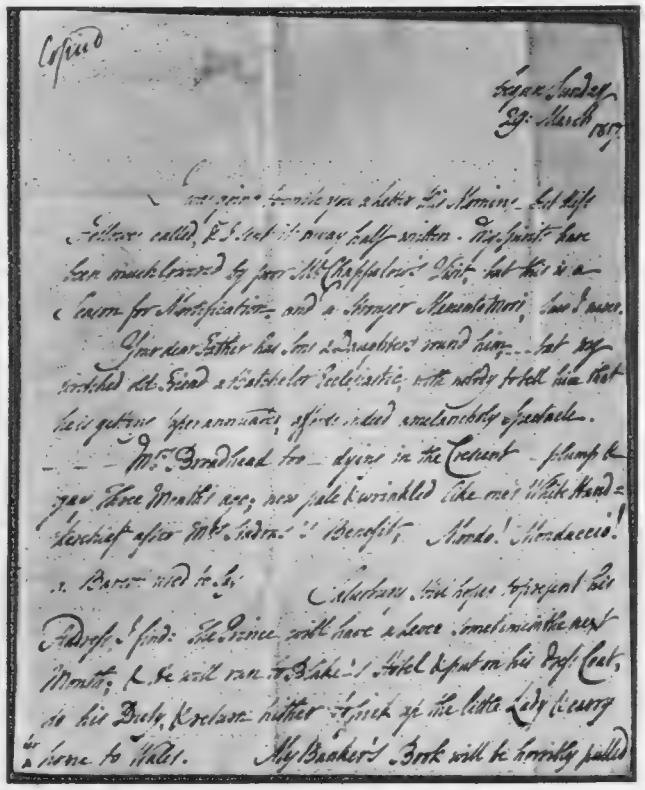
WHEN SCOTT WAS FACING RUIN

Some Important Autograph Letters Relating to the Abbotsford Crash: The Walpole Collection in the London Saleroom

The late Sir Hugh Walpole, that novelist of many novels and man of many possessions, brought together in his day a rare collection of valuable books, autograph letters and manuscripts, the final portion of which was offered for sale last week at Christie's, realising £1,443, and making an aggregate of £18,697 for the whole library. Of the deepest interest were some of the autograph letters of Sir Walter Scott, and the collection of fifty-seven, many of which related to the financial calamity which overcame Scott, is full of the deepest human interest. One can read into them the integrity of the author. Another letter of much interest, also included in the sale, was that from Mrs. Piozzi, referring to life in Bath in 1817. It is full of gossip and emphasises particularly, and not without a trace of malice, the melancholy spectacle of the rich invalids in her immediate social circle



SIR WALTER SCOTT AND THE FINANCIAL CRASH: These two letters form part of the collection of fifty-seven which were written by Scott, mostly to John Gibson, and relate to the time when the publishing house of Constable stopped payment and the novelist was deeply involved. The collection of letters, which belonged to Sir Hugh Walpole, was sold at Christie's last week for £220. The letter on the left is written in a shaky hand, as if under deep stress, and dated Abbotsford, 17th January, 1826, and that on the right refers to the sale of the contents of Scott's House in Castle Street, Edinburgh. In the letter of January 17 Scott wrote: "My Dear Sir, I have this morning the very unpleasant news that Constable's house must stop payment, by which I will be greatly embarrassed. At the same time I have so many hypotheses upon my work done and to be done that I hope I may work through without great ultimate loss." The second is very frank, and in it Sir Walter suggests that his furniture should be advertised for sale as his property. "My displeasure is that I am not able to pay everyone . . . and I have some reason to think that if the public are aware it is mine, better prices may be given"



LIFE IN BATH IN THE EARLY NINETEENTH CENTURY: The first page of a long, gossipy letter from the celebrated Mrs. Piozzi (Mrs. Thrale), the friend of Dr. Johnson, to Sir James Fellowes, in which she describes the ailments of her friends. The letter was sold last week, together with other treasures from Hugh Walpole's library

"CHARLEMAGNE CONFIRMING THE UNION OF RAVENNA AND OTHER TERRITORIES TO THE CHURCH IN 774 A.D.": This Renaissance composition in line and wash by Tadeo Zuccaro (1529-1566) is one of the 1,250 drawings in the celebrated Fenwick Collection which have just been presented to the Print Room of the British Museum

GEMS FROM THE FENWICK COLLECTION: *On left*—A cupid by François Boucher (1703-1770) and *on right* "A Demon and one of the Damned," by Luca Signorelli (1441-1523). Two drawings of widely differing date, but both of superb technique, which have lately been added to the British Museum's collection

STUDIES OF A BISHOP BY VITTORE CAPACCIO (1455-1526): These studies, which are among the gems of the Fenwick Collection lately presented to the British Museum, were used by the artist for three figures in the picture of *The Arrival of St. Ursula in Rome*

The World of Books—By Vernon Fane

"A FLASK FOR THE JOURNEY"

A Sincere and Moving, but Sombre Piece of Work
—A Philosophical Novel by F. L. Green

IT could be said that the premise of Mr. F. L. Green's new book is, that true freedom exists only in the mind of the individual. This philosophical novel, A FLASK FOR THE JOURNEY (Michael Joseph. 10s. 6d.), has two distinct stories, barely linked by the chance meeting of the two chief characters, and that is necessarily a weakness in it. But Mr. Green writes with the imaginative sympathy that we expect from him and with this novel, I think his eighth, has come very close to the front rank of contemporary writers in English. It would hardly do, by the same token, to refer to this dweller in Belfast as an Englishman.

The first story is of the experiences of a prisoner-of-war in Germany during the last war. It tells how the man, after several unsuccessful attempts to escape, is sentenced to six months solitary confinement, and how, in his solitude, he finds freedom—the true freedom of the spirit.

The second story tells of a young man falling in love with a girl and becoming obsessed by her. He ruins his career, and his life becomes a misery because of this obsession. The girl, while saying that she loves him, yet keeps him at a distance and ignorant of the fact that she married a German just before the outbreak of war, and that she still does not know what has happened to her husband. She begs the young man not to become enslaved by his love for her, but to remain unattached and so retain his freedom. The tragic solution he chooses has an inevitability that the reader may recognise as one of the signs of true drama.

It is impossible not to consider this book in its two halves, and of these the first carries most conviction, although I did occasionally feel that it was unnecessarily repetitive. The whole is a sincere and moving attempt to assess life at its true values, and a fine if sombre piece of work.

AN ARTIST WITH A ROYAL COMMISSION: Rodrigo Moynihan, Associate of the Royal Academy, at work in his Chelsea studio, where he is painting a portrait of Princess Elizabeth. Mr. Moynihan was very fully represented at Burlington House this year, and he is now considered one of the most outstanding younger artists working in London. He is nearly thirty-six. Several years ago he was a leading member of the Euston Road Group

Lord Templewood is more familiarly known to most of us as Sir Samuel Hoare, and it was as Sir Samuel that he undertook a Mission to Spain in the dark days of June 1940. His record of the ensuing five years are now published as AMBASSADOR ON SPECIAL MISSION (Collins. 16s.), and should, for one reason and another, be included on the shelves of any reader who intends to collect representative and markedly individual histories of this last war.

In a few words the author has etched in his family background, dismissed his thirty-four years in the House of Commons, his terms of office as Air Minister, as First Lord of the Admiralty, Secretary of State for India, and Lord Privy Seal in the War Cabinet, to bring us to 1940. In this year, after the fall of the Chamberlain Government, Sir Samuel was asked by Lord Halifax to go as one of the Duke of Kent's Special Mission to Spain.

The major purpose of this was to keep Spain out of the war, and the Mission was intended to last only a couple of weeks, but, simultaneously with its arrival in Madrid, Spain changed from being a neutral country hundreds of miles from the fighting front, to being a formidable outpost of the German Army. Sir Samuel remained in Spain for the duration of the war, and this volume is compiled from the daily notes which he kept during that period and from the letters which he wrote. It scarcely needs any comment to point out the significance of such a personal assessment of the most strained of Britain's European relations.

Mr. Ray Robinson, the Australian correspondent of *The Cricketer*, makes a lively and valuable contribution to the literature of the game in BETWEEN WICKETS (Collins. 8s. 6d.). His method is best described in Sir Pelham Warner's words: "He has the secret of giving so accurate a description of a player's methods and mannerisms that one can, in imagination, see him even at a distance of 13,000 miles, without a televiser. An instance of this is C. G. Pepper, of the Australian Services, who played in England last summer, and, incidentally, did much good to our cricket. The moment I saw Pepper in the field at Lord's I knew it would be Pepper and none other."

All the great English and Australian players between the wars are subjects of his perspicaciously critical pen, although there is a surprising omission in the case of Jack Hobbs. Quite the most interesting case, of course, is that of Don Bradman, whom he examines both as a legend and as a riddle.

Mr. Robinson reminds us that Herbert Sutcliffe, in describing Bradman as the finest batsman of the day, always added "on good wickets," and that Frank Woolley even went to the length of choosing a world eleven without giving Bradman a place, because of doubt about his ability on sticky wickets.

He also maintains that by facing the facts of Bradman's seemingly inexplicable failures, stature is added to his reputation, and I think we can agree with him. That Bradman was not so good on sticky wickets or when facing fast bowling, does not make him any the less great in the spheres in which his place has indisputably been proved.

Then again, we have a frank and completely good-tempered examination of the body-line controversy, with some added lights on Jardine's tactics and personality, and probably the best assessment of Larwood as a bowler which has ever been set down.

Here is a book which all lovers of cricket will want to read, and which will secure for itself a permanent place among the best books on the game.

"I have been asked," says Mr. Shane Leslie, "to write a short survey covering Irish history for all time: at once erudite, documented, comprehensive and satisfying to all! I have preferred to write what can be satisfactory to none: at least a book which need not be read in Dublin nor mentioned in Belfast. It is intended to make impartial reading for Englishmen who are weary of Ireland and the Irish. I am weary myself!"

Nevertheless, THE IRISH TANGLE FOR ENGLISH READERS (Macdonald. 10s. 6d.) makes anything but weary reading. Here you will find in the relatively brief scope of its 250 pages: Leary, the Irish king who met St. Patrick; Lord Randolph Churchill and his largesse to god-children; crusty George IV and crustier Wellington; and, of course, "Dev" himself.

Whether this volume will stand as a comprehensive work on the subject I doubt, but it is readable to the last full-stop, and a store of historical anecdote that must be read to be believed. Mr. Leslie writes of one incident, and with truth, that "it was all so Irish and dramatic." The same could be said of his own book.

Miss Angela du Maurier is a romanticist, and the plots of her novels, which are by no means without vigour, are apt to take on a lively colouring in the primary tints. LAWRENCE VANE (Peter Davies. 9s. 6d.) is the story of a famous woman pianist, blinded in a motor-car accident, and subsequently married to a handsome, intelligent and devoted man whom she has never seen.

JOHN PEEL'S ORIGINAL HUNTING HORN HAS CHANGED HANDS AGAIN: The battered horn which the great huntsman used among the Cumberland fells has now passed into the possession of Mr. William McCulloch, of Regent's Park, London. The horn was originally sold by Peel's son at a Cockermouth auction in June 1886, thirty-two years after Peel's death. Beside it is a declaration of authenticity given by the Peel family to the first purchaser

The marriage is exceptionally happy, and the couple live a well-to-do and contented life on one of the Pacific trading islands. But there is incipient tragedy even in their idyllic situation, for Lawrence has no idea that her husband is a half-caste, and he contrives, by what must be a record run of lucky breaks, to keep the fact from her. He fears that her love would not be strong enough to survive if she sees him as he really is, and that imagined danger grows closer when Lawrence decides to have an operation which may restore her sight.

When I tell you that the operation is successful, you may be able to imagine something of the story's climax, but I don't propose to spoil it for you by giving you more details here. Miss du Maurier has something of the family gift for story-telling, and a gusto that makes up generously for an occasional thinness in the probabilities.

THE LAST BURIAL TOOK PLACE TEN YEARS AGO; NO ONE CAN REMEMBER THE LAST CHRISTENING: A scene in the almost deserted village of Faxton, Northamptonshire, which has no shops, no school, no piped water, no refuse collection, but it has rates. There are only nine people left in this once prosperous village, the oldest being seventy-four. The half-derelict church, which is seen in this picture, is now used only as a nesting-place for the birds

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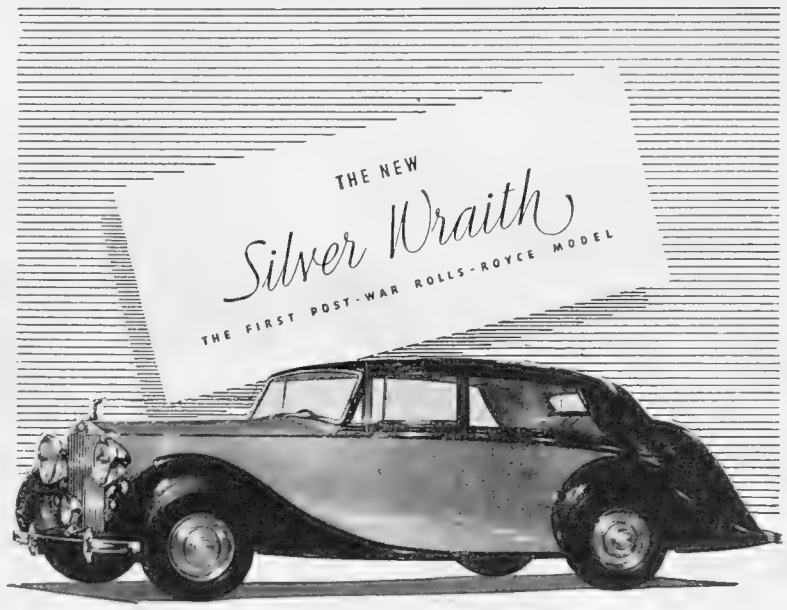

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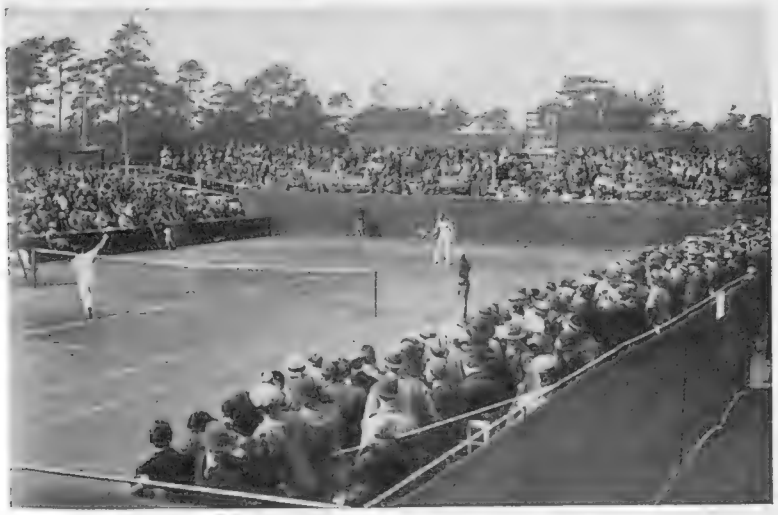

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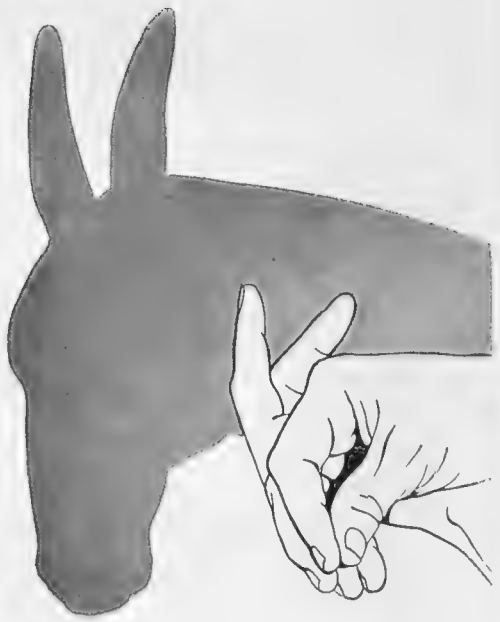

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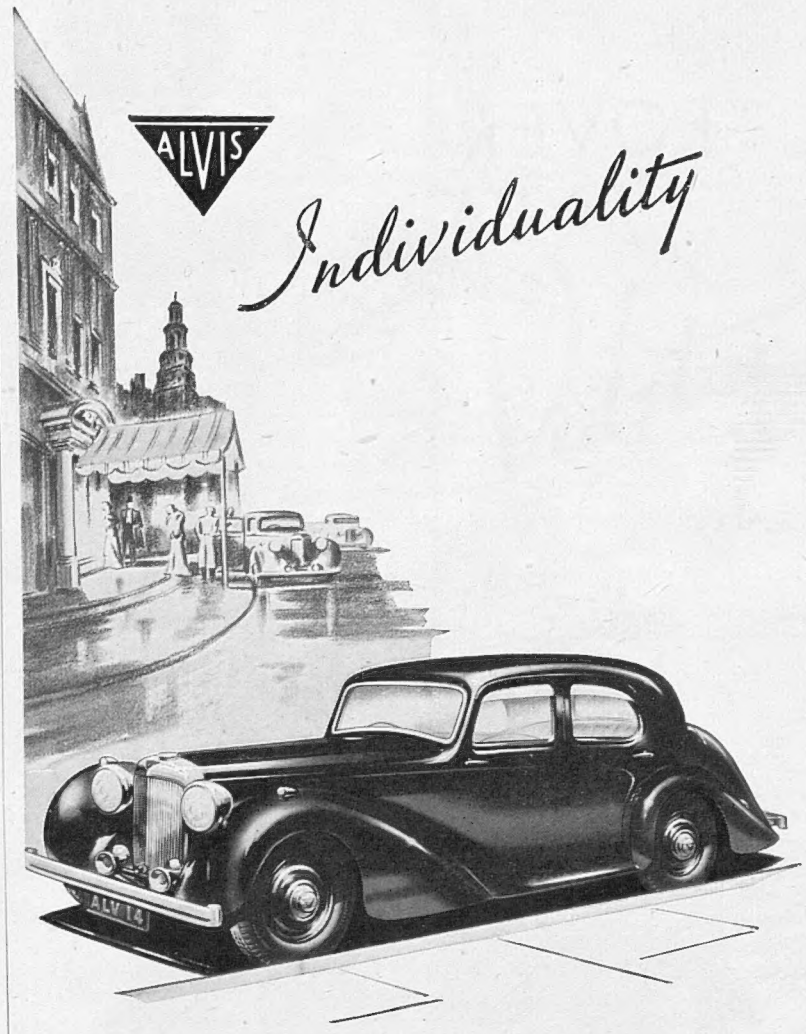

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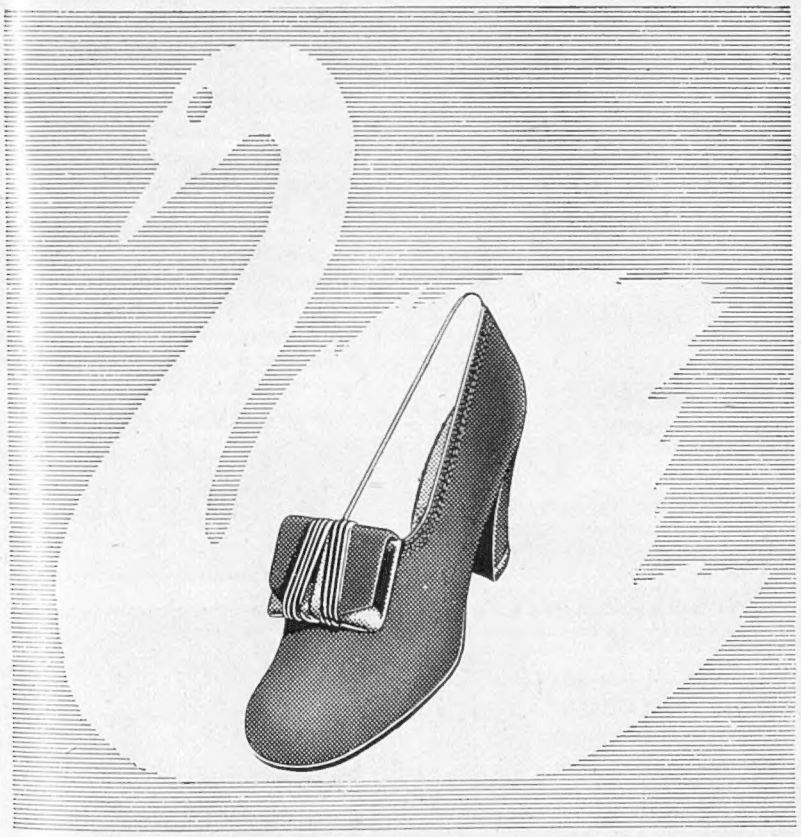

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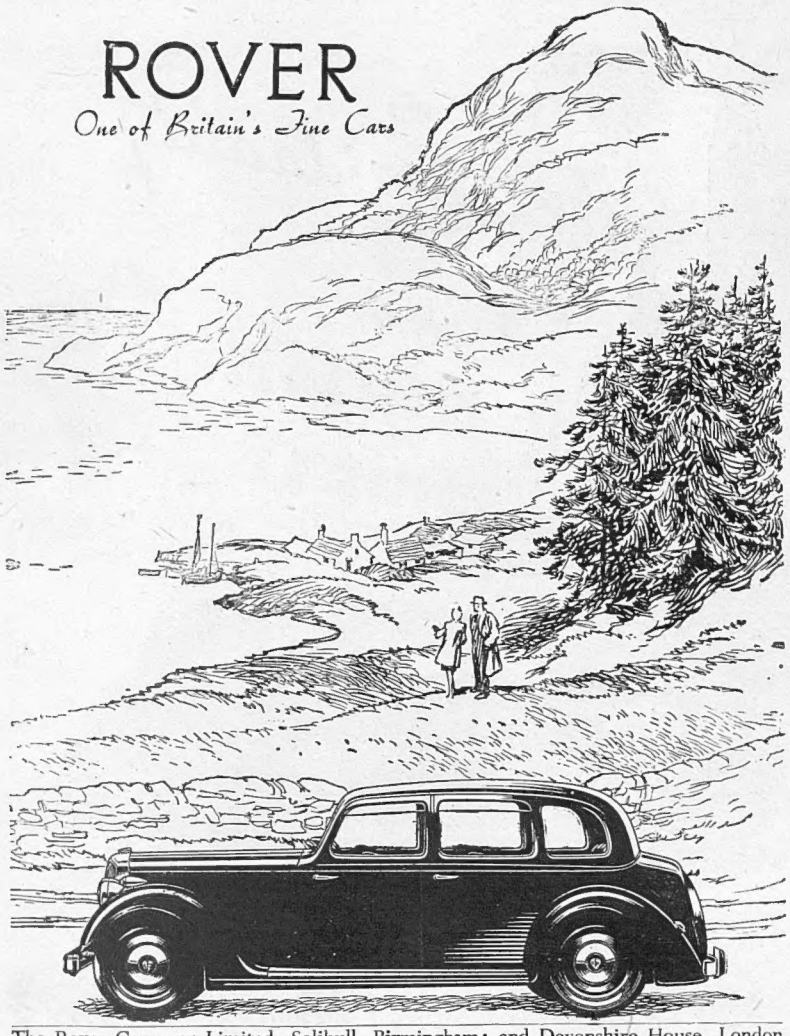

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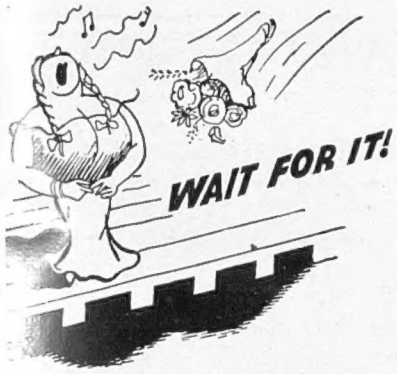

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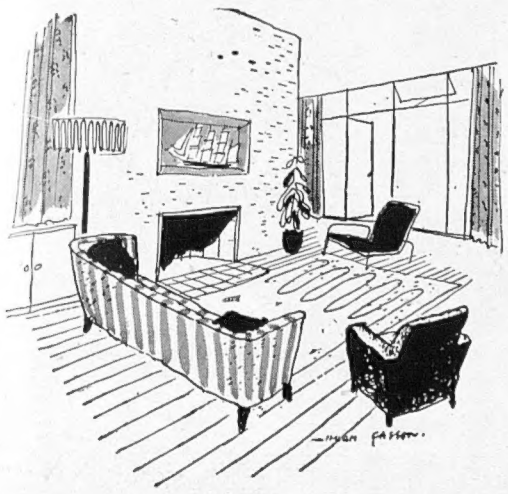

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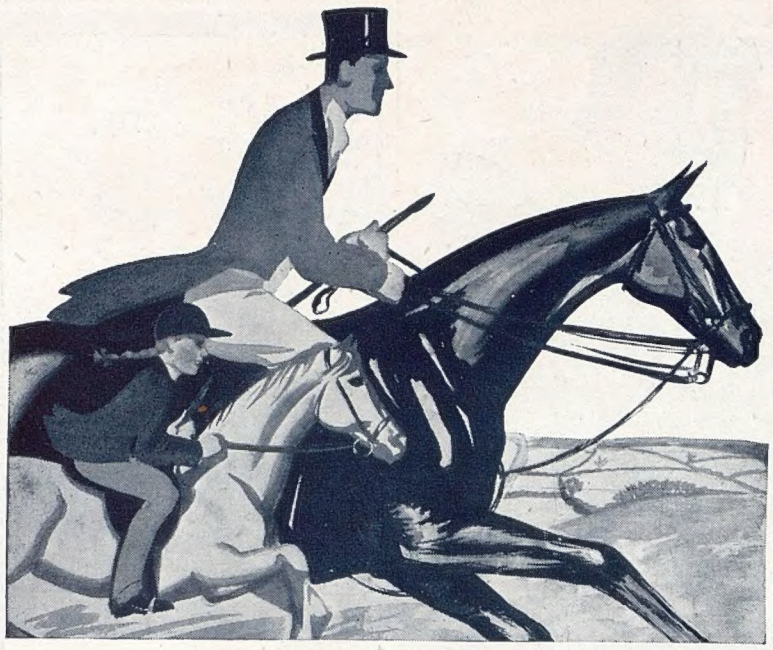

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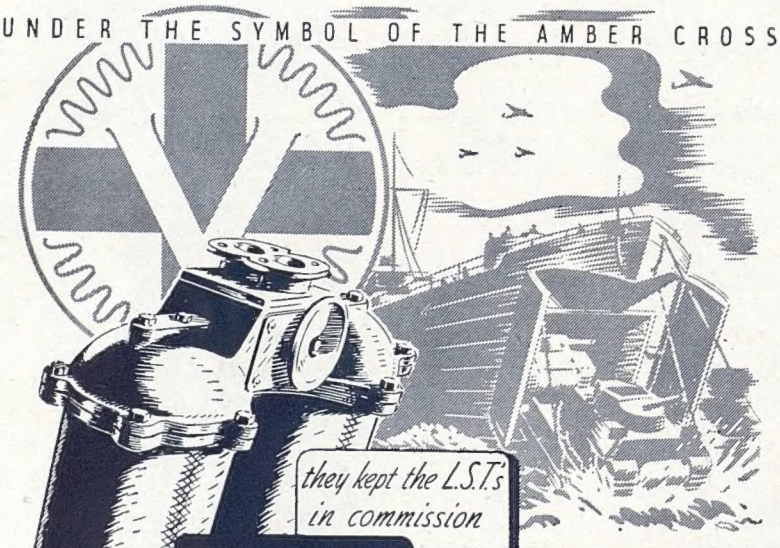

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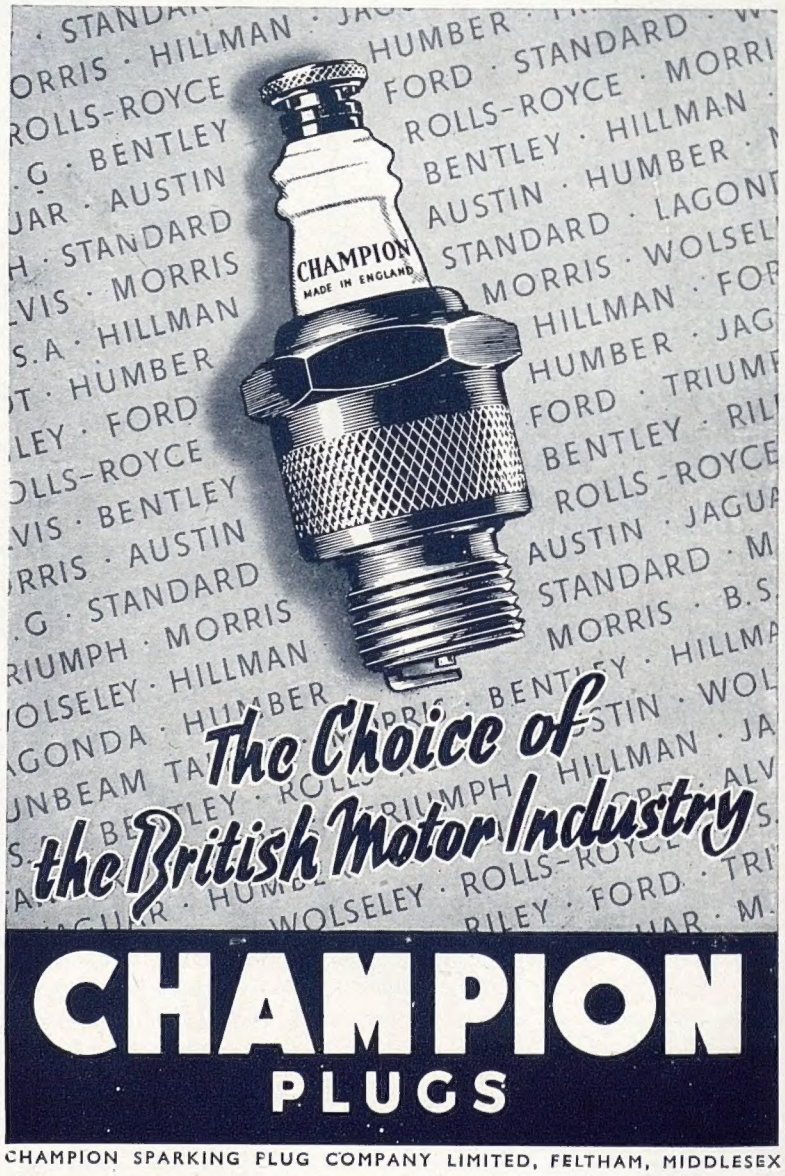

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